

'57
AIR BOX
FUELIE
RACER
PAGE
70

LS376-POWERED '63 GRAND SPORT REPLICA **PAGE 54**



VETTE

SEPTEMBER 2015

→ First 9-second C7 Z06 → 188s Celebrated at Amelia Island → LS3 Cam Swap

VETTWEB.COM

Vette

America's Favorite Corvette Magazine

BOLT-ON

Bullet

C7 Z06 RUNS
9.8s WITH STOCK
INTERNALS
(NO NITROUS!)

+61HP
LS3 CAM
SWAP
C7 Z06
PARTS
FOR YOUR
STINGRAY



TEN THE
ENTHUSIAST
NETWORK



**Hottest
Corvettes**
FROM THE 2015
DETROIT AUTORAMA

Your Formula for Huge Power.



**GM LS fans, here is a sure-fire formula
for making more power:**

**Big bore LS engine
+ Trick Flow GenX 260 LS7 cylinder heads
= huge power in a lightweight package.**

New GenX 260 square port LS7 heads from Trick Flow are the best choice for your performance build for several reasons. The A356-T6 aluminum castings feature more material for increased rigidity and strength. Factory LS7 port locations, valve angles, and valve locations have been maintained to work with existing intakes and pistons. Modular billet aluminum rocker arm mounts enhance valvetrain stability and are removable for shaft rocker setups. CNC Competition Ported runners deliver maximum airflow. Plus there's clearance for 3/8" pushrods and through-deck coolant holes that fit all GM LS gasket and block combinations.

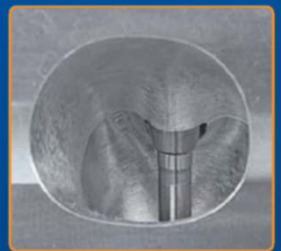
**So take advantage of the Trick Flow 'huge power' formula today.
Use it right and you'll never see anyone's taillights during a race again!**

**Airflow Results
GenX 260 Square Port**

Lift Value	Intake Flow CFM	Exhaust Flow CFM
.100	71	58
.200	148	113
.300	233	168
.400	296	212
.500	340	237
.600	375	249
.700	393	254

Tests conducted at 28" of water (pressure).
Bore size: 4.125"; exhaust with 2" pipe.

Some parts are not legal for use in California or other states with similar laws/regulations.
Please check your state and/or local laws/regulations.



**TrickFlow.com
1-330-630-1555**

Trick Flow®
Specialties

Ultimate Bolt-on Performance!™



UPGRADE IT!

SuperCoils deliver up to 15% more spark energy for maximum performance, economy, and throttle response.

ACCEL SuperCoils for Ford, Hemi and Toyota are also available.
Visit accel-ignition.com for a complete application listing.



contents



54

FEATURES

16 Path of Least Resistance

It's all about the flow; Fasterproms C7 Z06 goes 9.8s with just bolt-ons.

28 Oh So Fine '59

Dave Barnett's restomod Fuelie.

44 White Cherry

Only 25,600 miles on this unrestored L82-powered '75.

54 No Money Down

Paul Comeau's sour business deal turned into one sweet ride.

TECH

22 Uplifted

A few parts net big gains in our Chevrolet Performance LS3 crate engine.

40 Taming the Rat's Nest

Effective power distribution and use of relays on our 1972 project.

ON THE COVER

Jeremy Formato of Fasterproms has been hard at work using his 2015 Corvette Z06 as a test mule for new products. In the process, he managed to create the first Z06 to run 9s without even lifting off the valve covers. Kevin DiOssi captured the Z in nearby Tampa, Florida.

Vette

SEPTEMBER 2015 → VOLUME 39 → NUMBER 09



44



16



28

50 Level 2 Unlocked

Custom EFI tuning yields solid gains with the C7 Z06.

60 Flow-Down Lowdown

Getting the "Flow-Down" on GM's Concepts for New Stingray Performance Parts.

LIFESTYLE

34 L88s Rumble at Amelia

Amelia Island Concours d'Elegance honors L88 Corvette race cars.

66 Motor City Showdown

Gearheads from around the country descend on Cobo Hall for the Detroit Autorama.

DEPARTMENTS

- 6 THE GRID
- 10 FROM THE ARCHIVES
- 12 TECHNICALLY SPEAKING
- 70 RARE FINDS
- 74 DESIGNER SERIES

FEED YOUR VETTE
ADDICTION ONLINE
VETTEWEB.COM



09.15

Holley

LS

HEADQUARTERS

TERMINATOR
EFI

LS EFI Systems

NO LAPTOP
REQUIRED!

LS Modular "Hi-Ram" Style Intake Systems

NOW AVAILABLE
FOR ALL LS
ENGINES!

Carbureted & EFI!

LS Modular Mid-Rise Intake Manifold

LS Single and Dual Plane Mid-Rise Single Carb Intakes

Carbureted & EFI!

Front Clearance GM LS Retro-fit Engine Oil Pan

LS Engine Accessory Drives

*O.E. LOOKS AT A
GREAT PRICE!*

LS Coil Covers

**GET THAT
BIG BLOCK
LOOK!**

LS Valve Covers

STYLISH
ANGLE COIL
MOUNTING!

95 & 105mm LS Billet Throttle Bodies

PATENT-PENDING
TPS CLOCKER!

LS Engine Swap Mounts

5 MOUNTING
POSITIONS TO
CHOOSE FROM!

LS Cast Iron Exhaust Manifolds

Isheadquarters.com
Tech: 270-781-9741

Some products not legal for sale or use on pollution
controlled vehicles



THE GRID

SCOTT PARKER EDITOR

WHY AM I HERE?



To introduce myself, I thought I'd answer the essential question: why am I here? Philosophers, theologians, and even scientists have pondered this question for centuries. While I can't answer for all of mankind, I can tell you how I came to sit in the captain's chair at *Vette* magazine. Like many of you, my love of cars began as a child, and continued to flourish as a teenager when I bought my first muscle car. Though I loved the early Sting Rays, it was the C5 Corvette that really got my attention. I literally stopped in my tracks when I saw the first one and almost gave myself whiplash. After that it seemed to follow me around hauntingly. They were everywhere!

I got my first automotive journalist gig at the now defunct *GM High-Tech Performance* magazine, a year out of J-school, and considered myself lucky. It was a dream (literally) to be able to write about, photograph, and even drive many awesome late-model GMs on a daily basis. After moving to Florida some six years later, it occurred to me that I no longer needed a winter commuter, and promptly traded it for my first Corvette: a 2005 Z51 in Machine Silver with a manual trans and navigation. The C6 was the perfect marriage of technology and a soulful driving experience. It was track-ready and gutsy.

I held out for as long as I possibly could before my temptation and profession got the better of me. First, we installed a few basic bolt-ons like exhaust, cold-air intake, and tuning. And the next thing I know I am on my second clutch and putting down 575 rwhp with a ProCharger D-1SC. I would literally stay awake at night planning the next move, until I finally had to trade the C6 for something that could accommodate a baby seat (a Trailblazer SS). At present, I am looking to off-load an old project and get back into the Corvette game. Hopefully by the time you read this I will already have taken ownership of my second Corvette.

In a way, I've always looked at the magazines I worked for like a father looks at his child. Sure, I put a lot of blood, sweat, and tears into this thing, but not for me. The magazine is a service to you (the reader) that hopefully provides a source of entertainment, education, and a way to connect with fellow Corvette lovers. I didn't get into this business for personal attention. I became an editor because I believe that the traditions of journalism have meaning. No matter what the medium, words matter. I try my hardest to take your \$6.99 and bathroom reading time seriously. As a father of a 1-year-old, I know just how scarce that private time can become. That said, I think it is going to be a fun ride and I look forward to hearing from you! **VETTE**





TIRE RACK.com

Select Make

Select Year

SHOP BY VEHICLE OR TALK TO AN EXPERT



BF Goodrich
g-Force Rival

BRIDGESTONE
Potenza RE960AS
Pole Position RFT

BRIDGESTONE
Potenza S-04
Pole Position

Continental
ExtremeContact
DW

Continental
ExtremeContact
DWS 06

DUNLOP
Direzza
DZ102

Firestone
Firehawk Wide
Oval RFT



GOODYEAR
Eagle F1
Asymmetric 2

HANKOOK
Ventus V12 evo2

KUMHO TIRE
Ecsta LE Sport

MICHELIN
Pilot Sport A/S 3

MICHELIN
Pilot Super Sport

PIRELLI
P Zero

YOKOHAMA
ADVAN Sport
V105



ALLEGGERITA HLT

ULTRALEGGERA HLT



O.Z. SUPERLEGGERA III
black w/polished lip, bright silver w/polished lip 3-piece

O.Z. SUPERFORGIATA
black, light grey, polished



SPORT MUSCLE ZR
machined w/black accent

SPORT MUSCLE SM7
anthracite, matte silver

BBS RS-GT
diamond black w/machined lip

MOTEGI RACING MR120
black, bright silver



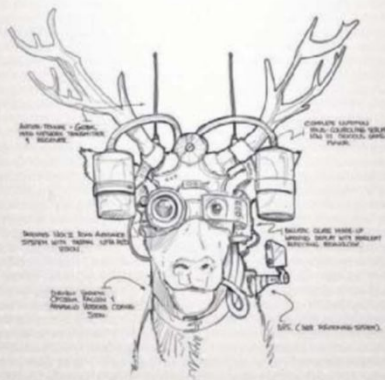
MOTHERS
Polishes • Waxes • Cleaners



MOTHERS® FOAMING WHEEL & TIRE CLEANER.

From the inventors
of the Deer Goggles

Spray it on. Hose it off. No
hand drying. No spots. Just
clean wheels and tires.



MOTHERS.COM

MASTHEAD

EDITORIAL

NETWORK DIRECTOR **Brian Brennan**
EDITOR **Scott Parker**
MANAGING EDITOR **Bill Klein**
TECH EDITOR **Steven Rupp**
TECH EDITOR **John Gilbert**
CONTRIBUTING EDITORS & PHOTOGRAPHERS
James Berry **Jeremy D. Clough**
Grant Cox **Kevin DiOssi**
Drew Hardin **Jerry Heasley**
John Machaqueiro **Doug Marion**
Robert McGaffin **Howard Tanner**
K. Scott Teeters **Steve Temple**
Walt Thurn
DIGITAL PRODUCTION EDITOR **Christine Dang**

ART DIRECTION & DESIGN

DESIGN DIRECTOR **Markas Platt**
ART DIRECTOR **Jong Cadelina**

THE SUPER CHEVY NETWORK ON THE WEB

www.vetteweb.com
www.superchevy.com
www.chevyhiperformance.com

MANUFACTURING & PRODUCTION OPERATIONS

VP, MANUFACTURING & AD OPERATIONS **Greg Parnell**
SENIOR DIRECTOR, AD OPERATIONS **Pauline Atwood**
ARCHIVIST **Thomas Voehringer**

SUBSCRIBER SERVICES

Email vette@emailcustomerservice.com, call (800) 456-8259 ((386) 447-6385 International), or write to VETTE, P.O. Box 420235, Palm Coast, FL 32142-0235. Please include name, address, and phone number on any inquiries. For change of address, six weeks' notice required. Send old as well as new address to VETTE, P.O. Box 420235, Palm Coast, FL 32142-0235.

Occasionally our subscriber list is made available to reputable firms offering goods and services we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and a note requesting to be excluded from these promotions to TEN: The Enthusiast Network, LLC, 831 S. Douglas St., El Segundo, CA 90245, Attn: Privacy Coordinator.

Canada Post: Return undeliverable Canadian addresses to IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

ADVERTISING INFORMATION

Please call VETTE's Advertising Department (949) 705-3100. Related publications include: *Hot Rod*, *Car Craft*, *Hot Rod Deluxe*, *Chevy High Performance*, *Super Chevy*, *Circle Track*, *Muscle Mustangs & Fast Fords*, *Mustang Monthly*, *Dirt Sports & Off-Road*, *4-Wheel & Off-Road*, *JP*, *Four Wheeler*, *Truck Trend*, *Truckin'*, *8-Lug HD Truck*, *Diesel Power*, *Super Street*, *European Car*, *Engine Masters*, *Mopar Muscle*, *Muscle Car Review*, *Classic Trucks*, *Street Rodder*, *Lowrider*, *Recoil*, *Motor Trend*, *Automobile*

Reprints: Contact Wright's Media at (877) 652-5295 ((281) 419-5725 outside the U.S. and Canada) to purchase quality custom reprints or e-prints of articles appearing in this publication. **Back issues:** To order back issues, visit <https://www.circsource.com/store/storeBackIssues.html>.

Any submissions or contributions from readers shall be subject to and governed by TEN: The Enthusiast Network's User Content Submission Terms and Conditions, which are posted at <http://www.enthustianetwork.com/submissions>.

Copyright 2015 by TEN: The Enthusiast Network Magazines, LLC.

ALL RIGHTS RESERVED PRINTED IN THE U.S.A.

ADVERTISING

GENERAL MANAGER, SUPER CHEVY NETWORK **Tim Foss**
GENERAL MANAGER **Ed Zinke**
ASSOCIATE GENERAL MANAGER **Janeen Webb**
AD OPERATIONS COORDINATOR **Mathan Varma**
EXECUTIVE ASSISTANT/EVENT COORDINATOR **Yasmin Fajatin**

To advertise on this magazine's website, or any of TEN: The Enthusiast Network's other enthusiast sites, please contact us at AM-advertising@enthustianetwork.com.

WEST

Los Angeles:
831 S. Douglas St., El Segundo, CA 90245; (310) 915-4000

Irvine:

1821 E. Dyer Rd., Santa Ana, CA 92705; (949) 705-3100

EAST

New York:
261 Madison Ave., 6th floor, New York, NY 10016; (212) 915-4000

NORTH

Detroit:
4327 Delemere Court, Royal Oak, MI 48073; (248) 594-5999

MIDWEST

Chicago: (312) 396-0620

SOUTHEAST

Brit White, (813) 675-3479

SOUTHWEST

Glenda R. Elam, (626) 695-5950

TEN: THE ENTHUSIAST NETWORK, LLC

CHAIRMAN **Peter Englehart**
CHIEF EXECUTIVE OFFICER **Scott P. Dickey**
EVP, CHIEF FINANCIAL OFFICER **Bill Sutman**
PRESIDENT, AUTOMOTIVE **Scott Bailey**
EVP, CHIEF CREATIVE OFFICER **Alan Alpanian**
EVP, SPORTS & ENTERTAINMENT **Norb Garrett**
EVP, CHIEF CONTENT OFFICER **Angus MacKenzie**
EVP, OPERATIONS **Kevin Mullan**
SVP, ENTERPRISES **Tyler Schulze**
EVP, SALES & MARKETING **Eric Schwab**
SVP, DIGITAL OPERATIONS **Dan Bednar**
SVP, SALES OPERATIONS **Matt Boice**
SVP, FINANCIAL PLANNING **Mike Cummings**
SVP, AUTOMOTIVE DIGITAL **Geoff DeFrance**
VP, EDITORIAL OPERATIONS **Amy Diamond**
EVP, AFTERMARKET AUTOMOTIVE **Doug Evans**
SVP, CONTENT STRATEGY, AUTOMOTIVE **David Freiburger**
SVP, DIGITAL, SPORTS & ENTERTAINMENT **Greg Morrow**
VP, DIGITAL MONETIZATION **Elisabeth Murray**
SVP, MARKETING **Ryan Payne**
EVP, MIND OVER EYE **Bill Wadsworth**

CONSUMER MARKETING, ENTHUSIAST MEDIA SUBSCRIPTION COMPANY, INC.

SVP, CIRCULATION **Tom Slater**
VP, RETENTION & OPERATIONS FULFILLMENT **Donald T. Robinson III**



THE
ENTHUSIAST
NETWORK

DEER GOGGLES

WHO WANTS A DEER-SHAPED DENT IN THEIR CAR? NOT US. THAT'S WHY WE DEVELOPED THE DEER GOGGLES SYSTEM TO REDIRECT, ALERT & EDUCATE, WHILE NOURISHING & PROTECTING THE DEER POPULATION. THE BUCK STOPS HERE.

ANTLER-TENNAE ~ GLOBAL HERD NETWORK TRANSMITTER & RECEIVER.

COMPLETE NUTRITION MIND-CONTROLLING SERUM. NOW IN DELICIOUS GRASS FLAVOR.

PATENTED NOKILL ROAD AVOIDANCE SYSTEM WITH THERMAL INFRARED VISION.

BALLISTIC GLASS, HEADS-UP WARNING DISPLAY WITH HEADLIGHT REFLECTING TECHNOLOGY.

DURABLE HARNESS. OPOSSUM, RACCOON & ARMANILLO VERSIONS COMING SOON.

D.P.S. (DEER POSITIONING SYSTEM)

MOTHERS
Polishes • Waxes • Cleaners



At Mothers®, we're always thinking of ways to make the world a better place for cars. And while some ideas may never make it onto the shelves, rest assured, we'll never stop innovating.



FROM THE ARCHIVES

FLAT OUT

DREW HARDIN WORDS • TEN ARCHIVE PHOTOS



Motor Trend magazine held an all-American top speed contest in its July 1973 issue but opted to not invite the Corvette. "What

would that have proved?" asked *MT* writer Jim Brokaw in a follow-up story in the September issue. "We could have just declared the Corvette the winner and saved ourselves a trip out to Ontario [Motor Speedway]."

No, the staff had bigger plans for the Vette in the form of a worthy opponent: the Italian/American hybrid that was the Pantera. "Like Mario Andretti, it's Italian born, but thoroughly naturalized," reasoned Brokaw. "Its creator, Alejandro deTomaso, was bought out by Ford. The combined companies of deTomaso, Ghia (the actual stylists) and Vignale, the body constructors, are now part of the Ford international family, so it has legitimate Detroit credentials."

The example *MT* brought to OMS was typical of the breed: canary yellow, with a 266hp 351 Ford V-8 mounted midships and backed by a ZF five-speed transaxle with a 4.22:1 final drive ratio. It rolled on H60V15 Good-year Arrivas.

The Pantera didn't stand a chance. When Chevrolet brass got wind of the magazine's story, Zora Arkus-Duntov himself headed west "to watch the test," said Chevy p.r. Right. The car Chevy brought to run against the Pantera was a '73 model with a 275-horse 454, three-speed automatic, 3.08 rear-end, and GR70-15 Firestone radials. But Duntov also brought a ringer, a '74 mule dressed in a '73 body and fitted with a new

Gymkhana suspension package and shod with Firestone 6.20/11.30-15 Sports Racing tires, "which will be available as an option in '74," said Brokaw.

With the magazine editors driving, the Pantera did beat the '73 Vette, despite the Chevy's power and gearing advantage. Even while experiencing some engine hiccups, the Pantera logged a 129.68-mph top speed around OMS, compared to the Vette's 126.76.

Then Zora asked for a turn behind the wheel. On his first lap he bettered the journos, and after a few more laps hit a top end of 129.87, edging out the Pantera.

Once the mule car hit the track, there was no comparison. "Easily 10 mph quicker than the '73, Mr. Duntov's new suspension works like a sandbagger waist deep in water with his foot stuck in the dyke," said Brokaw. "The combination of the stiffer spring rates and roll rate, along with those super Firestone Sports Racing tires, allowed 135-136 mph without trying. Utterly fantastic when you realize both Corvettes had identical powertrains."

Again, it took Duntov to up the ante, hitting over 140 in the mule car. "This stood as the high watermark until [Editor Eric] Dahlquist got the idea of trying to see how fast he could catch up to Zora in the turns," wrote Brokaw, "at which point he hung things out a bit further and began full throttle drifts right up to the straight away walls. Pop! 141.06 mph. Afterwards, all Eric's laps were over 141." **VETTE**

“

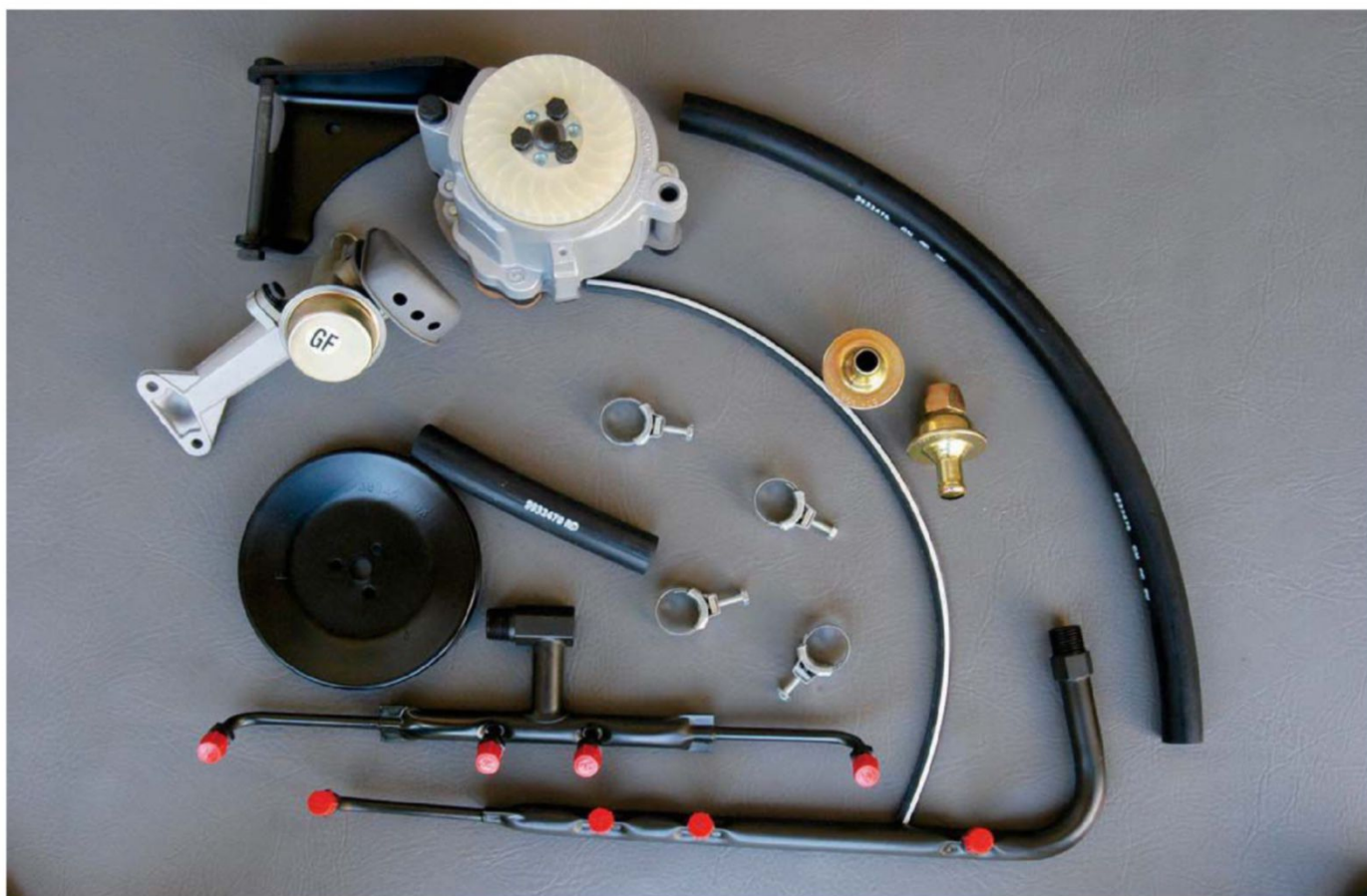
EASILY 10 MPH QUICKER THAN
THE '73, MR. DUNTOV'S NEW
SUSPENSION WORKS
LIKE A SANDBAGGER
WAIST DEEP IN WATER
WITH HIS FOOT
STUCK IN THE DYKE,"
SAID BROKAW



TECHNICALLY SPEAKING

JAMES BERRY CORVETTE TECH GURU

BREATH OF FRESH AIR, PART TWO HOW TO DE-VEIN OR REBUILD YOUR GM SMOG PUMP



(Editor's Note: Please check your local DMV/Smog regulations as de-veining the smog pump may be an illegal modification for a street registered and driven vehicle.)

 This month we are going to roll up our sleeves and get right to work. We are going to start off by de-veining or rebuilding a smog pump.

DE-VEINING OR REBUILDING A SMOG PUMP

When you de-vein a smog pump, the pump will spin freely but not pump. The reason some people chose to de-vein their smog pumps is that over time the smog pump can fail internally and make noise. Or, more specifically, the

diverter valve can fail and cause a backfire on deceleration that could damage the exhaust system. Making the smog pump non-functional will not affect the driveability of the vehicle, and once the smog pump has been de-veined no one will be able to tell that the pump has been turned into a non-functional unit.

Remember, smog pump systems were designed to introduce clean air to the engine exhaust to help unburned hydrocarbons to continue to be burned as they travel down into the exhaust system and ultimately out the tailpipe. So by de-veining your smog pump you are altering the original emissions control systems, and none of us want to cause more global warming. So you will need to make a decision to de-vein or rebuild, the process is

similar no matter which method you choose.

1) Remove the four bolts and push the two retainer pins from the back cover. Use two blocks of wood to sit the pump on so the plastic fan will not be damaged.

2) Separate the rear cover from the cylinder housing. You may need to pry the two





SUPERFORGIATA

Forged 1-piece. Formula 1 technology.

- Made in Italy
- Black, light grey, or polished
- 19" and 20"



O.Z.[®]
RACING

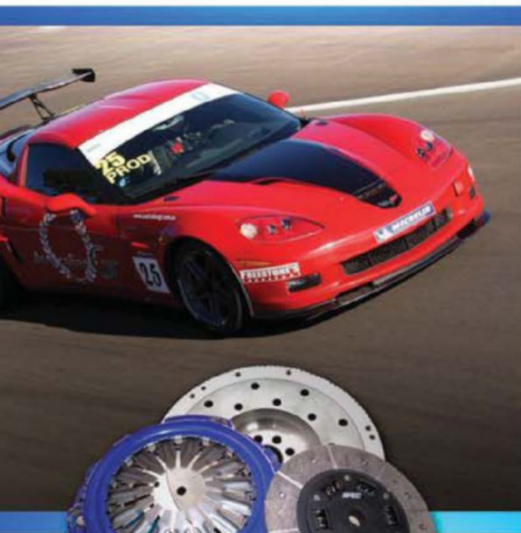
dealer inquiries invited
©2015 Tire Rack

877-232-8467

www.tirerack.com

ATELIER
FORGED

SPEC-BUILT *Confidence.*



**7 DIFFERENT
SINGLE DISC STAGES**
supporting all power levels and
drivability requirements

**HIGH CLAMP LOAD
PRESSURE PLATE**
for a more communicative
and positive feel

**INFINITELY REBUILDABLE
BILLET ALUMINUM FLYWHEEL**
this lightweight flywheel produces
tremendous throttle response and
power gains from off-idle to redline

SPEC
CLUTCHES & FLYWHEELS
SHIFT TO A HIGHER STANDARD.

f t SPECCLUTCH.COM



assemblies apart; two or more chisels or screwdrivers can be used for this process if necessary. After the assemblies have been separated take note of the fan blades inside the cylinder housing.

3) If you are de-veining the pump, use a hammer and a large chisel to break apart the fan blades and components located in the cylinder housing. Inspect to confirm that all of the small pieces have been removed from the cylinder housing; some small pieces may be imbedded in the cylinder slots.

4) If you are rebuilding the pump and replacing the fan blades – the rear bearing and race will need to be removed. Skip to step #6.

5) If the pump was spinning freely before disassembly, clean the aluminum housing, and grease the rear bearing. If the pump was not spinning freely before disassembly, one or two

of the bearings will need to be pressed out and replaced.

6) The rear bearings can be removed using a small slide hammer. The rear bearing is pressed in. If the bearing and race does not come out easily, some heat may be needed to aid in removal. With the retainer out of the way the vanes can easily be removed or replaced.

7) If you need to remove the front bearing; that can be somewhat tricky. First, you must pull the front pulley off and then a press will be needed to push the shaft out of the housing, which is part of the drum assembly for the pump that houses the fan blades.

Once removed, look for two small nubs that are located at the 2 and 8 o'clock positions on the front of the housing. This is where the factory-injected plastic was used to hold the bearing in place.



To remove the bearing from the housing, the bearing will need to be cut away. To cut the front bearing out, using a Dremel tool, work from the inside of the bearing towards the outside of the bearing and slowly whittle away at it until you get to the aluminum housing. The remaining pieces of the old front bearing can then be picked out of the aluminum housing. Clean the housing and press a new front bearing into place using epoxy to reattach the bearing to the pump housing. After the epoxy dries, peen the edges of the front bearing into the aluminum housing so the front bearing will not move or try and rotate while the pump is running.

I have seen some mechanics try and melt the plastic out using a butane torch. I do not recommend this method because the plastic can pop violently and burn you or cause the housing to warp or crack. If you do not feel comfortable with this operation I recommend taking this to a machine shop to have the bearing removed.

Most of the front bearings used in these pumps were made by New Departure, which was owned by GM, and is now out of business. National Bearing offers part number NTN-6203LLBC3/EM that will work as a replacement front bearing for the majority of GM smog pumps. You will find some of these front bearings are identical to the alternator front bearing, except for the grease shields.

8) Reassemble the unit.

PLUGGING THE EXHAUST IF DE-VEINING A SMOG PUMP

If you are de-veining the smog pump, the exhaust ports will need to be plugged. I have seen several ways to perform this process. I have worked on vehicles where stainless steel screws were dropped in the exhaust manifold holes, which is something I do not recommend. I have also seen the air distribution manifolds plugged up, which is a fast and simple method that will not damage or cause modification to an expensive component such as the exhaust manifold. That should keep you busy until next month when we will take a look how to diagnose problems and what repairs can be made to the C4 air pump. Also, what modifications would need to be made to bypass the air pump completely? **VETTE**

→ QUESTIONS?

Got a question for our Tech Corner expert? Just jot it down on a paper towel or a lightly soiled shop rag and send it to us at **VETTE Magazine**, Attn: Technically Speaking, 1821 E. Dyer Rd., Santa Ana, CA 92705. Alternatively, you can submit your question via the Web, by emailing it to us at vette@enthusiastnetwork.com. Be sure to put "Technically Speaking" in the subject line.

Spray polish. Our biggest idea in chrome care yet.



**Introducing Mothers®
California Gold® All-Chrome™
Quick-Polish Cleaner & Protectant.**

**A revolutionary spray polish for any
hard or decorative chrome finish.**

**Just spray, wipe and buff to a brilliant
shine! Simple as that.**

MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
[facebook.com/mothersusa](https://www.facebook.com/mothersusa)





PATH OF LEAST RESISTANCE

*IT'S ALL ABOUT THE FLOW;
FASTERPROMS C7 Z06
GOES 9.8s WITH
JUST BOLT-ONS.*

BY **SCOTT PARKER**

PHOTOGRAPHY BY
KEVIN DIOSSI

By now you have probably been inundated with stories about just how awesome the 2015 Chevrolet Corvette Z06 is in nearly every facet. Perhaps you have even seen stock eight-speed Z06s running 10s at the dragstrip on YouTube. That pales in comparison, though, to what Jeremy Formato did in a seven-speed before the new slush-box even hit the streets. The expert tuner and owner of the Lutz, Florida-based Fasterproms coaxed an impressive 714 rwhp and a 9.87 timeslip out of his R&D machine, without ever lifting off the valve covers.

[FEATURE]

PATH OF LEAST RESISTANCE

The Gen V LT4 is truly an impressive bullet, using an impressive amount of technology to produce 650 horsepower and 650 lb-ft of torque from a 6.2L pushrod V-8. And it does so within the very tight confines of the C7's chassis, meeting stricter durability standards than ever before. The LT4 is a completely different animal than the Pro Mod big-blocks with 10-71 blowers sticking out of the hood that you picture when you hear the word "supercharger." In fact, it is the polar opposite of that sort of old-school muscle. From its cylinder deactivation, direct injection, and variable valve timing to its slender, little intercooled supercharger, the LT4 is the picture of efficiency.

Consider this fact: the LT4 makes more horsepower (and substantially more torque) with the same engine displacement and a smaller supercharger than the LS9. Sure, direct injection and variable valve timing play a big part in that, but the little 1.7L Eaton TVS supercharger is quite the marvel. It uses the same 160-degree twist of the rotors as the LS9's 2.3L, but with nearly a half-inch less length, diameter, and center distance. The drive ratio goes from 2.32 to 3.10:1, which means it maxes out at 20,150 rpm rather than 15,080. Yet it still manages to crank out nearly the same boost (9.4 vs. 9.7 psi), and with "10-percent greater heat rejection" according to GM. The obvious response to all of this technical jargon is that this thing sounds maxed out and any fool that tries to crank up the boost is wasting his or her time.

Jeremy Formato is foolish like a fox. Show him a factory supercharged car, and he'll show you how to make it faster. Following a similar formula as his LSA and LS9 programs, Formato started with a custom tune. As things progressed he added a modified AFE cold-air intake designed for the Stingray. He even built ducts to funnel in fresh atmosphere to create a "ram-air" effect. American Racing 1 7/8-inch headers with a 3-inch X-pipe were added to increase scavenging from the LT4 before the real R&D began. These common mods were enough to push the Z06 to 672 rwhp and 669 lb-ft of torque on Fasterproms' chassis dyno.

To combat the heat-soak inevitable with a positive displacement supercharger, Fasterproms used a three-prong approach that would allow Jeremy to get more aggressive with the ignition timing. A 1.5-gallon expansion tank increased the capacity of the air-to-water intercooler, thereby allowing it to dissipate heat more effectively. Thermal Reduction Plates sit between the cylinder heads and the supercharger to limit the amount of heat transfer. Otherwise the supercharger case creates higher intake air temperature, which will reduce the amount of timing it will tolerate. Jeremy says operating temperature went from 140-190 degrees to 110-140, the worst of any vehicle tested thus far. Last but not least, the Z06 was converted to Flex Fuel to take advantage of E85's cooling capacity and octane.





Upper Class Just Got Lower Priced

Finally, luxury built for value—not for false status

Only a few of us are born with silver spoons in our mouths. Until Stauer came along, you needed an inheritance to buy a timepiece with class and refinement. Not any more. The Stauer *Magnificat II* brings the impeccable quality and engineering once found only in the watch collections of the idle rich. If you have actually earned your living through intelligence, hard work, and perseverance, you will now be rewarded with a timepiece of understated class that will always be a symbol of refined taste. The striking case, finished in luxurious gold, complements an etched ivory-colored dial exquisitely. By using advanced computer design and robotics, we have been able to drastically reduce the price on this precision movement.

Do you have enough confidence to pay less? Status seekers are willing to overpay just to wear a designer name. Not the Stauer client. The *Magnificat II* is built for people who have their own good taste and understand the value of their dollar—finally, luxury built for confident people. And this doesn't mean the rich aren't smart. Quite the contrary, Stauer's clients include a famous morning news host, the infamous captain of a certain starship, a best actor nominee, a best actor winner and the number one rock guitarist of all time. They were all clever enough to recognize a spectacular value.

It took three years of development and \$26 million in advanced Swiss-built watch-making machinery to create the *Magnificat II*. Look at the interior dials and azure-colored hands. Turn the watch over and examine the 27-jeweled automatic movement through the exhibition back. When we took the watch to George Thomas (the most renowned watchmaker and watch historian in America), he disassembled the

Magnificat II and studied the escapement, balance wheel and the rotor. He remarked on the detailed guilloché face, gilt winding crown, and the crocodile-embossed leather band. He was intrigued by the three interior dials for day, date, and 24-hour moon phases. He estimated that this fine timepiece would cost over \$2,500. We all smiled and told him that the Stauer price was less than \$90. He was stunned. We felt like we had accomplished our task. A truly magnificent watch at a truly magnificent price!

Try the *Magnificat II* for 60 days and if you are not receiving compliments, please return the watch for a full refund of the purchase price. The precision-built movement carries a 2 year warranty against defect. If you trust your own good taste, the *Magnificat II* is built for you.

Stauer Magnificat II Timepiece—~~\$399*~~

Offer Code Price ~~\$87⁵⁰~~ + S&P **SAVE \$311⁵⁰!**

You must use the insider offer code to get our special price.

1-800-973-3089

Your Offer Code: MAG431-07

Please use this code when you order to receive your discount.

Stauer®

14101 Southcross Drive W.,
Dept. MAG431-07
Burnsville, Minnesota 55337
www.stauer.com



* Discount for customers who use the offer code versus the original Stauer.com price.

Smart Luxuries—Surprising Prices™

Luxurious gold-finished case with exposition back - 27-jeweled automatic movement - Croc-embossed band fits wrists 6¾"-8½" - Water-resistant to 3 ATM

[FEATURE]

PATH OF LEAST RESISTANCE

Though he was limited to just a 50 percent mix because of the stock fuel system's limitations. In this trim Jeremy piloted the Z06 to an impressive 10.08 at 139 mph using a set of drag radials to cut a 1.54 60-foot.

While no shops had even come close to these times yet, Jeremy was hard at work on the next round. A 2.31-inch supercharger pulley helped spin the blower to around 12 psi, gaining 19 rwhp and 31 lb-ft of torque (695/715 total). By porting the supercharger case, Fasterproms eliminated some of the restriction in the unit and gained an additional 19 rwhp and 5 lb-ft of torque while shifting the powerband and increasing boost. Cooler weather and a ported throttle body eventually allowed the LT4 to exceed 14 psi. And on that fateful trip to Bradenton Motorsports Park, Formato piloted the C7 to a 9.87 at 138 mph. He later backed that up with a 9.89 at 141 mph to prove it was no fluke.

Shockingly, the only modifications besides the bolt-on improvements are the tires for race day only (M&H Racemaster 185/55-17 front, Hoosier 315/30-18 rear) mounted on Racestar front and C5 Z06 rear wheels. Even the drive-line is completely stock, save for the bellhousing, which has been modified for clutch ventilation. To celebrate, Jeremy did have Atlanta Custom Wraps cover the Artic White paint with satin white, and add some gloss black accents. As if its impressive performance didn't already separate it from the rest of the pack.

No matter what happens next, Formato's C7 Z06 will always remain the first to run 9s. And, interestingly, it didn't take a big stroker engine or even nitrous to do it. Jeremy says the total investment of parts is less than \$7,000. A methanol kit is next on the hit list to keep pace with the rising summer temperatures, so that the Z06 doesn't slow down. And for good measure Jeremy plans to throw on a 100-150hp shot of nitrous to push the stock LT4 as hard as he can prior to swapping out the heads and cam. Will it become the first C7 Z06 to run 8s as well? I guess we'll have to wait and see. **VETTE**



NO MATTER WHAT HAPPENS NEXT, FORMATO'S C7 Z06 WILL ALWAYS REMAIN THE FIRST TO RUN 9s. AND, INTERESTINGLY, IT DIDN'T TAKE A BIG STROKER ENGINE OR EVEN NITROUS TO DO IT.



UNLEASH YOUR LS

Pro Elite™ LS7 Cylinder Heads are engineered to maximize performance.

Unlock the potential lurking within your LS7 with CNC-ported Pro Elite™ heads from RHS®. The aftermarket's first raised intake runner design creates a better line of sight to the cylinders. This combines with a 12-degree valve angle for increased flow capability and redesigned water jackets for improved cooling.

The standard LS 6-bolt head design offers increased clamping ability and fits both stock and aftermarket LS7 intake manifolds, the RHS® LS Race Block, OEM LS blocks and GM LSX blocks. 100% CNC-machined runners provide optimal volume, atomization and velocity.

**RETRO-FIT VERSIONS ALSO AVAILABLE
FOR 3.900" STOCK BORE 5.7-6.0L ENGINES**

APPLICATION	BARE HEAD PART #	RUNNER SIZE	CHAMBER SIZE	VALVE SIZE IN.	EX.	SPARK PLUGS
Stock or modified GM LS 5.7-6.0L blocks, even fits 3.900" bore	54503	266cc	66cc	2.100" (8mm)	1.575" (8mm)	Angle
Hardcore street/race engines with moderately large cubic inches	54501	291cc	69cc	2.200" (8mm)	1.615" (8mm)	Angle
Larger cubic inch, boosted race & 454-502c.i. street engines	54504	307cc	69cc	2.250" (5/16")	1.615" (8mm)	Angle
P-Port version of #54503 (unfinished runners, no valve job)	54502	-	-	-	-	Angle
P-Port version of #54501 (unfinished runners, no valve job)	54500	-	-	-	-	Angle

*Available fully assembled w/ COMP Cams® valve train parts and choice of titanium, tool steel or steel valve spring retainers.

JOIN US     **RACINGHEADSERVICE.COM • 1.877.776.4323**



9613k



ENERGY SUSPENSION®

CONTROLLED SUBSTANCE



MAXIMUM VEHICLE CONTROL STARTS WITH ENERGY'S HYPER-FLEX™ PERFORMANCE POLYURETHANE. SINCE 1983, ENERGY SUSPENSION POLYURETHANE HAS BEEN FORMULATED IN-HOUSE SPECIFICALLY FOR EACH COMPONENT AND IS WHY MORE ENTHUSIASTS ASK FOR IT BY NAME.

NEW FRONT & REAR CONTROL ARM BUSHINGS NOW AVAILABLE FOR C6.

30 YEARS
1983-2013
POURING PERFORMANCE FOR 30 YEARS

ENERGYSUSPENSION.COM 888.292.1250







UPLIFTED

A FEW PARTS NET BIG GAINS IN OUR CHEVROLET PERFORMANCE LS3 CRATE ENGINE.

BY STEVEN RUPP

If you want a fresh powerplant, nothing beats the ease and value of a new crate engine. But, since many of us always crave “just a bit more power,” it’s nice to know it’s only a few speed parts away. In this case, we started with a 430-horsepower Chevrolet Performance LS3 crate engine. Of course, 430 should be in quotes because it’s conservative, very conservative. Part of this is because Chevrolet dynos to a different correction factor than the rest of the aftermarket world. So, right off the bat our dyno numbers are higher. Add in that they dyno through factory exhaust manifolds and the real-world power numbers are always higher than the advertised ones. But hey, under-promise and over-deliver always leads to happy customers.



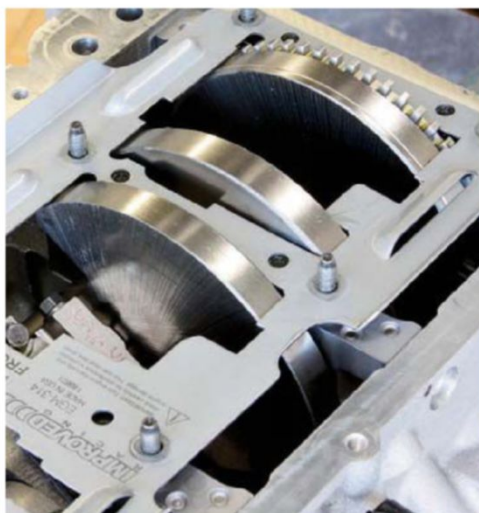
01 Our starting point was a new Chevrolet Performance 376-cubic-inch (6.2L for the metric crowd) LS3 crate engine (PN 19301326). At \$6,200 it’s a lot of bang for your buck and the perfect upgrade engine for your earlier model Corvette.



02 The biggest problem with getting this new crate engine into a Corvette is that it shipped with a Camaro oil pan. We were able to order replacement parts and sell off the stock parts, so swapping to a C5/C6 Corvette oil pan only cost a couple hundred bucks. If you’re transplanting into an older Corvette, then companies like Holley make oil pans to clear the various crossmembers.



Still, as good as the power output is, it is easy to extract more performance out of the LS3. One key area is the camshaft. The one provided by Chevrolet is on the conservative side at 204/211-degrees duration at 0.050 and 0.551/0.522-inch lift. Those specs are great if you're concerned about silky smooth idle and emission requirements, but if your Corvette isn't worried about those things then a more aggressive camshaft can really wake up the already potent LS3. To find out just how much power is waiting to be unleashed we decided to baseline the crate LS3 and then toss in a moderately aggressive camshaft. After all, it's a modification that's relatively easy to do and it doesn't require pulling the heads or cracking open the short-block. So, follow along as we attempt to squeeze a few more horses out of an LS3 crate engine. **VETTE**



03 One of our favorite shops for niche products is Improved Racing. In this case they had a complete oil pan swap kit that included a C6 oil pan, gasket, hardware, racing oil pan baffle, crank scraper, dipstick tube, dipstick, pickup tube, and oil filter bypass. In other words, the kit (PN EGM-464, \$665) comes with everything you need to swap from whatever pan you have to one suitable for your C5 or C6 Vette. The included crank scraper replaced the windage tray (in this application) and helps reduce oil starvation by draining more oil to the bottom of the sump. As the name implies, it "scrapes" oil off of the crank, reducing parasitic drag, and can net an extra 2-5 horsepower. This one works with a factory (3.622-inch stroke) crank, but they just came out with a stroker version.



04 The key player in the kit was this badass bolt-in oil pan baffle. LS engines are prone to oil starvation at high g's. The main culprit is the GM oil pan baffling, or more accurately the lack of baffles. Improved's system adds track-tested directional trap doors and offers improved drainback and oil control over the stock baffle. According to Improved Racing, it's sufficient to prevent oil pressure drops at up to 1.4 sustained lateral g's.



05 And here she is with the new C6 oil pan in place. With this done it was time to hit the SuperFlow 902 dyno over at Westech Performance.



06 We wanted to dyno the LS3 with a set of C5 headers from JBA Performance, but as you can see they fit a Corvette, but not a dyno. Hey, that's better than the other way around!



07 With a set of Westech's headers in place (with mufflers), we started tuning for a baseline number. The test was run on Rocket 91-octane gas and we used a Holley HP computer, along with their cable-actuated billet throttle body.

**PERFORMANCE**

VEHICLES • PARTS • RACING

PRESENTS

**THE ORIGINAL
STREET MACHINE
SHOW
HAS MOVED
TO THE
MILWAUKEE
MILE!**

TWICE
THE SHOW AT OUR

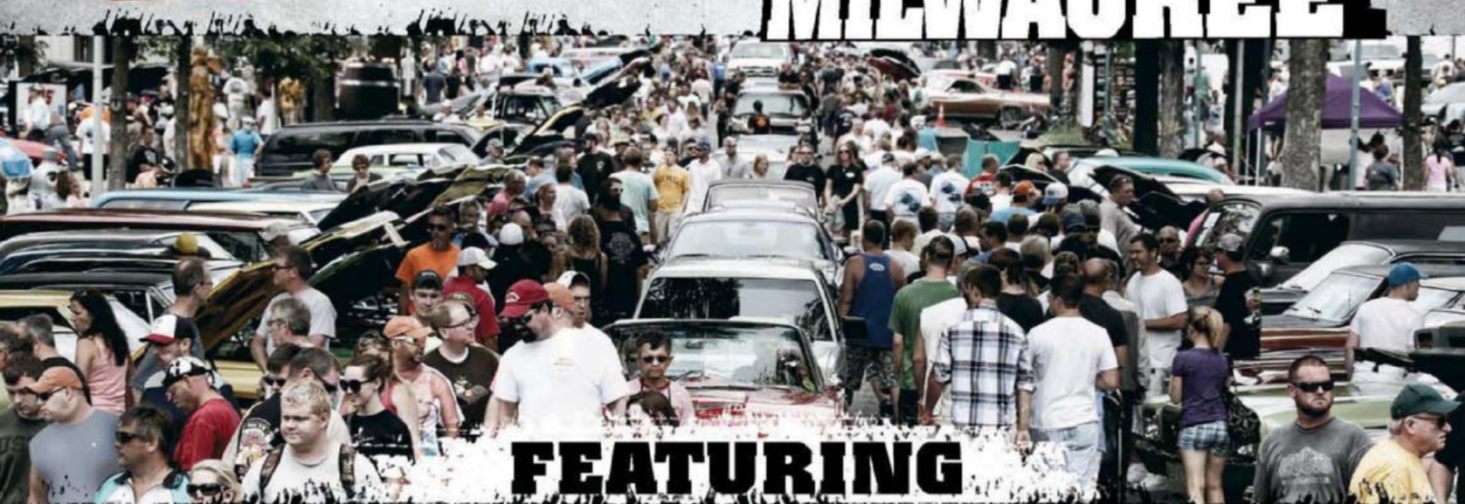
**NEW
LOCATION**

**JOIN US!
JULY
17-19**

**WISCONSIN
STATE FAIR PARK
640 S. 84TH ST.
WEST ALLIS,
WI 53214**

**REGISTER NOW
AND SAVE!
CARCRAFT.com**

CAR CRAFT SUMMER NATIONALS 2015 MILWAUKEE



FEATURING



- BIGGER, FASTER, OPEN AUTOCROSS
- UNDISCOVERED BUILDERS' INVITATIONAL
- MEET FREIBURGER & FINNEGAN FROM ROADKILL!
- CROWD FAVORITE BURNOUT COMPETITION
- LAP THE MILWAUKEE MILE
- CAR CRAFT EDITORS' CHOICE AWARDS

- MISS CAR CRAFT SUMMER NATIONALS COMPETITION
- CAR CRAFT MIDNIGHT DRAGS AT GREAT LAKES DRAGWAY
- REAL STREET ELIMINATOR PRO/AM INVITATIONAL
- AND MUCH MORE

f FACEBOOK.COM/CARCRAFTMAG

t TWITTER: @CAR_CRAFT

PRE-REGISTRATION: \$50
(rate expires 7/10/15)
Online at CarCraft.com
On-Site Registration: \$70

SPECTATOR TICKETS
Available online at
CarCraft.com and on-site
Advance: \$13 /
Day of Show: \$15

EVENT QUESTIONS?
Call: 310.363.4231 or
email:
carcraftsummernats@
carcraft.com

VENDOR BOOTH INFO:
Contact Martha Carrasco
949.705.3135



08 After nine tuning pulls we nailed down a best run of 494 horsepower and 482 lb-ft of torque. The numbers might sound high, but remember that we're running long-tube headers, aftermarket EFI, and we picked up a few ponies from the oiling system improvements. Also, there's the legendary GM "under rating," which is mostly due to the different correction factor they use.



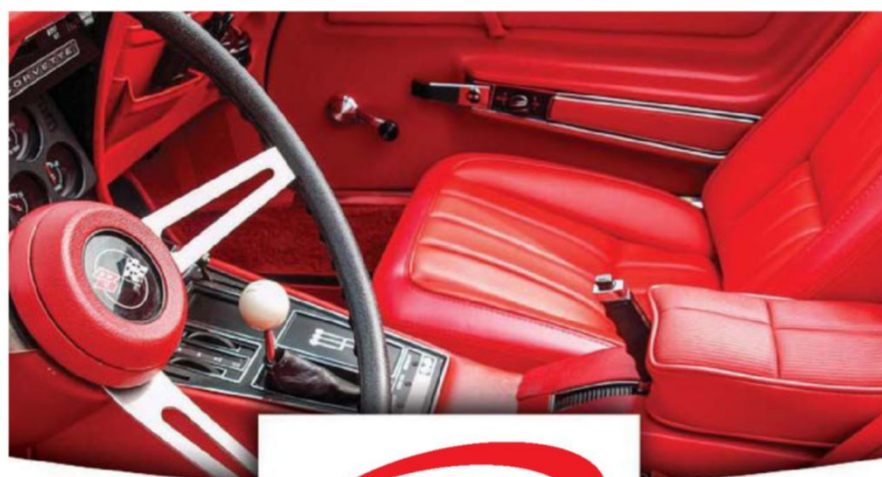
09 The plan was to add a bigger cam, but to keep everything happy that meant we needed to upgrade our springs as well. After a little math we came up with COMP's dual valve-spring kit (PN 26926TS-KIT). This valve-spring kit came with tool steel retainers, 7-degree steel valve locks, valve seals (which we didn't use), and spring seats. Max lift for these springs was listed at 0.675-inch.



10 After pumping the cylinder full of air to keep the valves from dropping, we started removing the stock blue springs and installing the COMP pieces.



11 Trust us, the air method is the way to go and much faster than raising up each piston to hold the valve up. For extra peace of mind, we upgraded the stock LS3 rockers with COMP's LS trunion kit (PN 13702-KIT) and added Hi-Tech 7.4-inch hardened push-rods (PN 7955-16) to the mix. These two parts don't add any power, but they do add reliability if you're going to be running the engine hard.



Trusted for Excellence

We Manufacture the Best Quality interiors at our facility in Reedsville, Pennsylvania. We are the Preferred supplier of interiors throughout the Industry. Our interior products are available from all the major Corvette parts companies & your local dealer.

Request a FREE Catalog Today!

800-458-3475 • www.CorvetteAmerica.com





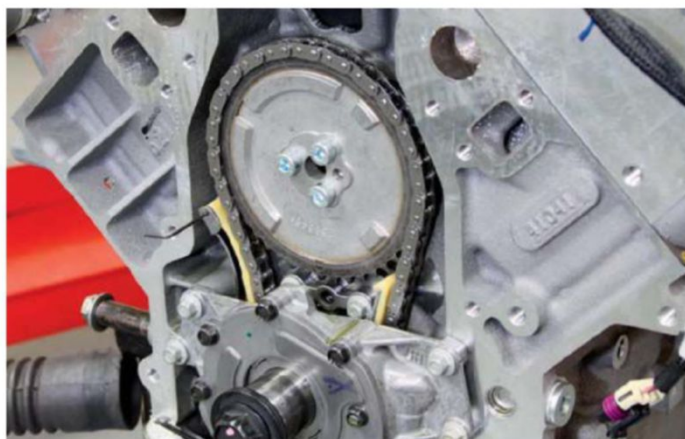
12 To swap cams, we had to remove the timing cover, and to do that we had to pull the damper. Remember that the crank bolt is torque-to-yield and shouldn't be reused, so pick up a spare from GM (PN 12557840, \$6) or buy a reusable one from ARP (PN 234-2405, \$32).



13 The stock single-bolt LS3 cam was then removed from the crate engine.



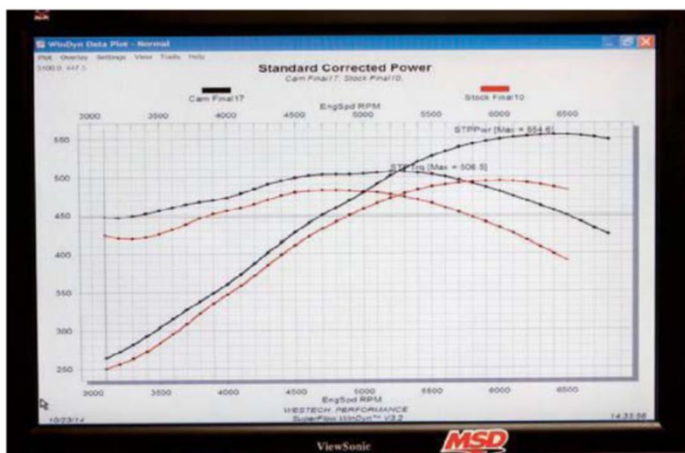
14 What stick you decide to stuff in an engine will ultimately determine its personality. Go super aggressive and you'll make more power, but it won't be happy cruising around town. We consulted with the cam gurus over at COMP and came up with a profile that should yield gobs of power and have nice enough manners for a Sunday cruise. The final specs on the cam were 227/243-degrees duration with lift numbers of 0.613/0.623-inch on a 113 LSA (PN 54-454-11). LS3 heads just love these big-split cams.



15 Our new cam was a three-bolt style, so we hit up Improved Racing for the proper four-pulse timing sprocket (PN 12586481, \$20). With this installed we buttoned up the engine and started tuning for the extra power we were expecting.



16 Seven pulls later we were rewarded with a best pull of 555 hp and 507 lb-ft of torque. The new cam made a ton more power, especially over 5,000 rpm.



17 Actually, it made more power and torque over the entire pull with peak gains of 61 hp and 25 lb-ft of twist. The cam, spring kit, pushrods, and sprocket set us back \$1,050 and we feel the performance gain. Put this in the good bang-for-the-buck category.

Sources

COMPETITION CAMS – COMP
 800.999.0853
 compcams.com

IMPROVED RACING
 407.705.3054
 improvedracing.com

CHEVROLET PERFORMANCE
 chevrolet.com/performance

JBA PERFORMANCE EXHAUST
 909.599.5955
 pertronix.com

HOLLEY
 270.781.9741
 holley.com

WESTECH PERFORMANCE
 951.685.4767
 westechperformance.com

Brake Upgrade Kits

SIX FABULOUS CHOICES

to suit every driving style and budget.
All **EBC** rotors are now black **GEOMET**[®]
corrosion resistant coated...

These rotors **WILL NOT RUST**



NRS[®] - NUCAP Retention System[®]
creates a mechanical bond,
locking the friction to the
backing plate.

Stage 1 Kit

Ultimax Daily driver pads & Geomet black OEM style rotors

Vehicle Type Prices From

Any Vehicle \$99

Stage 2 Kit

Greenstuff sport pads & USR slotted black Geomet Rotors

Car \$145

Stage 3 Kit

Greenstuff Trucksport pads & GD sport drilled black Geomet rotors

Truck/SUV \$175

Stage 4 Kit

Redstuff premium fast street pads & USR slotted black Geomet rotors

Car \$195

Stage 5 Kit

Yellowstuff highest friction pads & GD sport drilled black Geomet rotors

Any Vehicle \$245

Kit includes 100% British made ECO friendly quality high efficiency EBC brake pads fully tested and approved to meet or exceed all known standards plus premium Geomet corrosion resistant G3000 iron rotors of your pattern choice. Geomet is the NUMBER ONE brake rotor anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet). Coating withstands severe salt spray tests for corrosion resistance.

Ask at Pep Boys
or your local retailer or
shop online at

EBC[®]
BRAKES
www.ebcbrakes.com

RST & RXT Street Twins

Up to 1000 HP of
street friendly holding
power at a much
better value than the
competition.



Street Pro & Super Street Pro

Better quality and
lower prices than other
single disc clutch kits
on the market.



Hydraulics Components

New Direct Fit
Conversion Kits along
with the most
innovative Hydraulic
Bearings on the
market.



McLeod

714.630.2764
www.mcleodracing.com



OH SO FINE

Oklahoma City's native son, Dave Barnett, began diggin' old cars at age 12 way back in 1960. In short order, he laid claim to a plethora of pre-war vintage iron. He then began to work his way through a throng of popular Chevys, including a '55 Bel Air, '68 Chevelle SS 396, '02 Corvette, and '07 Corvette. With historic Oklahoma City Drag Strip nearby, he and son Brian did dragstrip battle smartly. First in a Chevy-powered dragster then a Pro Mod '68 Camaro. Presently, they campaign a colorful, orange Pro Mod '13 Camaro.

In 1982, this 1959 Corvette was unloved, apart, and forlorn. Most of us who grew up when 283 fuelie Vettes ruled always wanted one, Barnett included. When he saw the '59 he didn't think twice. He gladly paid the asking price—all the while making plans for a frame-off restoration. It took him three solid years, but in late 1985 the '59 was full boogied (back together and running) and once again back on the road. For the next four years Dave Barnett enjoyed his '59 to the fullest. His boyhood days had come full circle and he finally had his C1 fuelie.

By 1992 the gem had won First-place at

several Super Chevy shows. Topping it off was a feature story in the December 1992 issue of sister publication, *Super Chevy*. Then more years went by. Life was good but you know, times change and a person's wants and likes often change. Barnett got the itch to build his glorious '59 into a super trick restomod.

His plan was to store away the original '59 frame and chassis in-favor of something strictly 21st century. Enter Art Morrison Enterprises' (AME) complete 1953-'62 GT Sport bolt-on, rolling chassis. With a big enough tire it will pull over 1 g on the



'59

skidpad. Installation was easy: unbolt the body from the original frame, roll the original frame away, roll the AME GT Sport chassis underneath the body, and bolt the body up—using all the original factory holes and brackets.

A number of different brake setups are offered for the AME GT Sport chassis. For his '59, Barnett chose Wilwood disc brakes and spindles up front with matching stoppers aft. The independent front suspension (IFS) and rear triangulated four-bar suspension all feature Strange Engineering double-adjustable shock absorbers. Finishing things off is an



DAVE BARNETT'S RESTOMOD FUELIE BY **DOUG MARION**

[FEATURE]

OH SO FINE '59



AME power rack-and-pinion steering plus an adjustable rear antisway bar. For the record, AME's chassis won major plaudits at the annual SEMA show competition a decade ago. AME calls its GT Sport chassis "a quantum improvement over stock."

Barnett's new 355-cid small-block powerplant was expertly blueprinted at Jerry's Machine in El Reno, Oklahoma. Dave's son Brian performed the engine assembly. It features a custom-ground solid lifter camshaft, high-flow Edelbrock Performer heads, a chromed and polished 1962 Rochester fuel-injection system (from Harrisburg, Pennsylvania's George Scheffler), electronic ignition (inside the original fuel-injection distributor), 8mm spark plug wires, Comp Cams 1.6:1 roller rocker arms, and a Holley electric fuel pump and fuel pressure regulator. The C1's exhaust system is comprised of AME tubular headers, 2.5-inch diameter exhaust pipes, and MagnaFlow high-flow mufflers.

A blowup-proof Hays clutch assembly sends the torque and horsepower to a Tremec TKO 500 five-speed transmission. Shifts are made via a Hurst Competition/Plus shifter. The TKO 500 features a large 1 1/8-inch, 26-spline input shaft. Barnett's '59 originally had a four-speed with a 2.20:1 First gear ratio with a 4.56:1 rearend gear ratio. That's a combined numerical ratio of 10.03. The TKO 500's First gear ratio is 3.27:1. Combine that with a new 3.55:1 rear gear ratio and you get a final ratio of 11.61. Suffice it to say, First gear is an



The Ultimate Sting Ray... LEGENDARY PERFORMANCE

1967 Corvette 427 Masterpiece Sculptural Car

LARGEST

Collectible 1967
Corvette Limited
Edition Available!



Officially Licensed by
General Motors

General Motors Trademarks used under
license to The Bradford Exchange ©2013

Limited to
4,270 worldwide!

Shown much
smaller than
actual length
of 16 inches,
1:11 scale

16 inches long

Corvette
STING RAY

Pay Tribute to the Legendary Sting Ray on a Grand Scale!
In 1967, GM created an enduring masterpiece beloved by critics and drivers alike! The Corvette Sting Ray was named *Car and Driver's* "Best All-Around Car of 1967" and has been in demand by lovers of automotive greatness ever since. Now, for the first time, a limited number of 1967 Corvette 427s are available to the public, grandly-sized at 1:11 scale.

Every curve and equipment original of the 1967 Corvette 427 Sting Ray's refined design is replicated on the *Legendary Performance 1967 Corvette 427 Masterpiece Sculptural Car*, officially licensed by GM. This 16-inch long limited edition is hand-crafted and hand-painted in fine artist's resin and boasts a high-gloss Rally Red finish with black stinger like it just rolled off the production line. Electroplated metal accents recapture its brilliant chrome details.

An exceptional value—unconditionally guaranteed

Available exclusively from The Bradford Exchange, the *Legendary Performance 1967 Corvette 427 Masterpiece Sculptural Car* can be yours in four convenient installments of just \$34.99 each, for a total of \$139.95*, and backed by our 365-day guarantee. Send no money now. Just mail the Reservation Application today!

RESERVATION APPLICATION

SEND NO MONEY NOW



9345 Milwaukee Avenue • Niles, IL 60714-1393

YES. Please reserve the *Legendary Performance 1967 Corvette 427 Masterpiece Sculptural Car* for me as described in this announcement.
Limit: one per order.

Please Respond Promptly

Mrs. Mr. Ms.

Name (Please Print Clearly)

Address

City

State

Zip

01-16683-001-E84892

*Plus \$16.99 shipping and service. Limited-edition presentation restricted to 4,270 worldwide. Please allow 4-8 weeks after initial payment for shipment. Sales subject to product availability and order acceptance.



The hand-crafted detailing is
impressive from any angle
www.bradfordexchange.com/427

©2013 BGE 01-16683-001-BI

[FEATURE]

OH SO FINE '59

animal! When cruising in the 0.68:1 Fifth gear, those 3.55:1s turn into a 2.41:1 ratio. That's a 30-plus percent drop in engine rpm for an increase in fuel economy. Barnett indeed has the best of four worlds: handling, braking, performance, and fuel economy.

In the coveted looks department, Barnett chose the talented Harold Clay at Harold's Hot Rods in Enid, Oklahoma, to prep the body then apply his custom shade of DuPont blue paint. The super slick interior and superb trunk redo are the handiwork of Broken Arrow, Oklahoma's Chuck Rowland. He also shelved the original '59 gauges and tachometer in favor of awesome looking dials from Classic Instruments. Installing all-new wiring front to rear was the unbelievable handiwork of Noble, Oklahoma's Wayne Cronister. Schott 18- and 20-inch wheels finish off the '59 with BFGoodrich 235/40R18s in front and 245/45R20s aft.

A few days before our visit to Barnett Paving Company in Oklahoma City, Dave hit the tarmac (no pun intended) and recorded a quick 41 miles. Knowing his '59 was a Barnett family "keeper," the transformation from award-winning stock fuelie to superb restomod was a no-brainer. All who have seen the '59 recently stare at it in awe, saying "oh"... while searching for superlatives (or perhaps expletives) to describe it. Others have uttered, "So Fine!" Hence we wrote: "Oh So Fine '59." **VETTE**



RESTO TO RACE... WE'VE GOT IT!

#1 in Used
Parts
and Fiberglass

THE LEADING CORVETTE
**FIBERGLASS
MANUFACTURER**



OVER 30 YEARS EXPERIENCE
OVER 200 PANELS AVAILABLE

'74 - '82 Rear Bumper

Sale Price: **\$279** each



'73 - '79 Front Bumper

Sale Price: **\$259** each



1984 - '90
Reproduction
Molding

NEW



J&D
CORVETTE
BELLFLOWER, CA
—SINCE 1958—

(800) 838-8353

INTERNATIONAL:
+1 (562) 804-5205

www.jdcorvette.com

inforequest@jdcorvette.com

**CALL FOR FREE
CATALOG!**



Get more mileage out of your vinyl, leather and rubber.

Mothers® VLR: Vinyl-Leather-Rubber Care safely cleans the most stubborn ground-in dirt, soil and stains. Plus, it's infused with neatsfoot oil and lanolin, to safeguard against drying, fading and cracking. It's the simple way to get the most out of your vinyl, leather and rubber.

MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
facebook.com/mothersusa





This 1969 T-top factory L88 was campaigned by John Greenwood's race team. It was one of three used on the 1972-'73 BFGoodrich team. It was exceptionally powerful, but the street tires it used dramatically hampered its performance. It received a Best in Class ribbon at Amelia. Owners: Ted and Shannon Skokos

L88s RUMBLE AT AMELIA

AMELIA ISLAND CONCOURS
D'ELEGANCE HONORS L88
CORVETTE RACE CARS

BY WALT THURN

The Amelia Island Concours d'Elegance celebrated its 20th anniversary over the March 12-15, 2015 weekend. Historic street and racing Corvettes have always been included at

each of these shows, and this year was no exception. The Concours paid homage to Corvette race cars fitted with the amazing L88 engine. This powerhouse was introduced into Corvette production in 1967 and ended in 1969. When a Corvette was equipped with this special big-block, it was among the fastest and rarest factory production cars ever built. It was factory rated at 430 horsepower, but it typically produced around 560 hp. Only 216 were delivered, but those that were raced left a legend of speed and endurance all over the world.

Corvette enthusiasts were caught by surprise when Chevrolet released the L88 RPO (Regular Production Option) engine for an additional \$947.90 in 1967. Chevrolet press releases were clear on the engine's purpose, "the L88 is designed only as an engine for use by qualified competitive racing groups." On the rare occasion when one comes up for sale, only the five original 1962 Corvette Grand Sports command a higher asking price. Prices of original L88-equipped Corvettes continue to climb each year, including factory L88s with a successful racing history. At the 2015 Amelia Island Concours d'Elegance, eight of these L88-powered Corvettes were displayed among 304 other historic street and racing cars. Two were original factory L88 Corvettes that were campaigned by the DX Lube racing team





On Saturday afternoon, the L88s were driven to the show field. This ex-DX Lube 1968 factory L88 led the parade. It finished Sixth overall and First in GT at the 1968 Sebring 12 Hour race. Owner: Irwin Kroiz

in Tulsa, Oklahoma. The first of these DX Corvettes was a 1967 L88 coupe that won the GT class at Sebring (1967) and Daytona (1968). The second was an L88 convertible that won the GT class at the 1968 12 Hours of Sebring.

A testimony as to how fast and durable these production Corvettes were was demonstrated by two cars owned by a private, non-sponsored team out of Tampa, Florida. The first was a 1969 factory L88 that Or Costanzo purchased new in January 1969. This car won the 1971 IMSA (International Motorsports Association) championship (over 5-liter). In 1971, it finished Sixth overall and Second in GT at the 24 Hours of Daytona and Sixth overall and Second in GT at the 6 Hours of Watkins Glen. In 1972, it won the GT class at Daytona and Sebring, where it finished Fourth overall. The team's second Corvette (a 1968 model) was built from parts and was the first Corvette to finish Le Mans (15th in 1972) in 12 years. This car also finished Third overall at the 1973 24 Hours of Daytona. This was an amazing performance for a privately funded race team. Each of the other L88-powered Corvettes on display at Amelia had significant racing histories, as well. On Saturday afternoon, all of the L88s were driven onto the Amelia Ritz Carlton Golf Club fairway to take their places for the Sunday show. The noise from these open exhaust big-blocks was deafening. They could be heard throughout the resort and everyone knew the L88s had arrived!

The Concours d'Elegance takes place near Jacksonville, Florida, and it's a charitable event. Writer/photographer Bill Warner founded Amelia in 1995 and he continues to serve as the chairman. Last year, over \$2.5 million was distributed to north Florida area charities. The Amelia weekend was packed with panel discussions, artwork, models, books, and free exotic car driving



Doug Bergen bought this factory L88 new in 1968 and was one of 80 built. The British Green convertible was campaigned by Bob Johnson from Marietta, Ohio, and [another] Bob Johnson from Columbus, Ohio, at the Watkins Glen 6 Hours race it broke the GT track record on its way to a First in class and 11th overall finish. Owner: Kevin Mackay



The show field opened at 9:30 a.m. under sunny skies and was quickly packed with spectators.



Amelia's chairman and founder Bill Warner (right) speaks with Brett Henderson, owner of Blue Flame Restorations, about the replica Corvette Corvair he has on display. Bill is always visible throughout the entire event.



Corvette No. 8 was a factory new 1967 L88 coupe (one of 20) and driven to a GT victory at the 1967 12 Hours of Sebring. Don Yenko and Dave Morgan finished 10th overall and First in GT. It also won GT and finished 10th overall at the 1968 24 Hours of Daytona. At Daytona it was driven by Jerry Grant and Dave Morgan. Owners: Glen and Lucia Spielberg.

AERODYNAMIC COMPONENTS FOR YOUR C7 CORVETTE

The wait is over... ACS Composite is proud to introduce Synergy, Style and Efficiency to C7 Stingray and Z06 via a comprehensive range of aerodynamic components.



Pn 45-4-025



Pn 45-4-011



Pn 45-4-061



ACS-Z06
Rockers
Pn 45-4-029

Z06 Splitter
& Deflectors
Pn 45-4-041

Five1 Grill
with LEDs
Pn 45-4-019

Pn 45-8-021
ACS Hood with
Exposed Carbon
Fiber Center

Pn 45-8-009
ACS Hood

Five1 Grill
Pn 45-4-017

C7 Splitter &
Deflectors
Pn 45-4-001



ACS-Zero1
Rockers
Pn 45-4-005

C7 Wide Body
Conversion
Pn 45-4-051



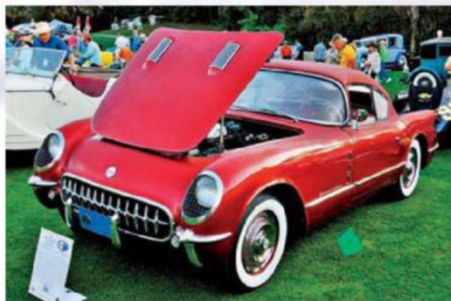
ACSCOMPOSITE.COM

ACS Composite
Phone: (514) 828-1000
E-mail: info@acscomposite.com

Chevrolet, Stingray, Corvette and Z06 are trademarks of the GM Corp.

demonstrations. On Saturday morning, a Cars and Coffee event kicked off the weekend, a popular event for owners and spectators. RM Auctions held a one-day event on Saturday for an exclusive number of rare cars, including Corvettes. Three were offered and three sold, the first was a restored 1953 Corvette, the 274th produced. It sold for \$275,000. An unrestored 1954 Corvette with 42,534 miles on its clock sold for \$93,500. The third Corvette that changed owners was a restored Mosport Green 1966 Sting Ray 327/300 convertible that sold for \$82,500.

Amelia's main event was held on Sunday, and each year the car count continues to grow. Gate admission to view the cars was a \$100 donation per person. The fairway was packed with visitors all day. The legendary Sir Stirling Moss was the Grand Marshal this year. Mercedes-Benz provided Sir Stirling with a 1955 M-B 300 SLR race car to drive for the opening ceremonies, the same car he used to win the 1955 Mille Miglia endurance race. Amelia was a perfect event to pay homage to these legendary L88 race cars. Based on the attention these Corvettes received, they were obviously a crowd favorite. Next year's Concours is scheduled for March 11-13, 2016. Hotels fill up early, so if you are planning a visit, make your reservations soon. For more information, visit www.ameliaconcours.org. **VETTE**



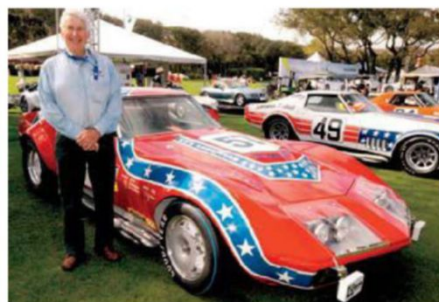
This 1954 Corvette Corvair Concept was introduced at the 1954 GM Motorama show in New York City. Blue Flame Restorations in Greenwood, Indiana, built this replica over a three-year period. Owners: Mike Terry and Brett Henderson



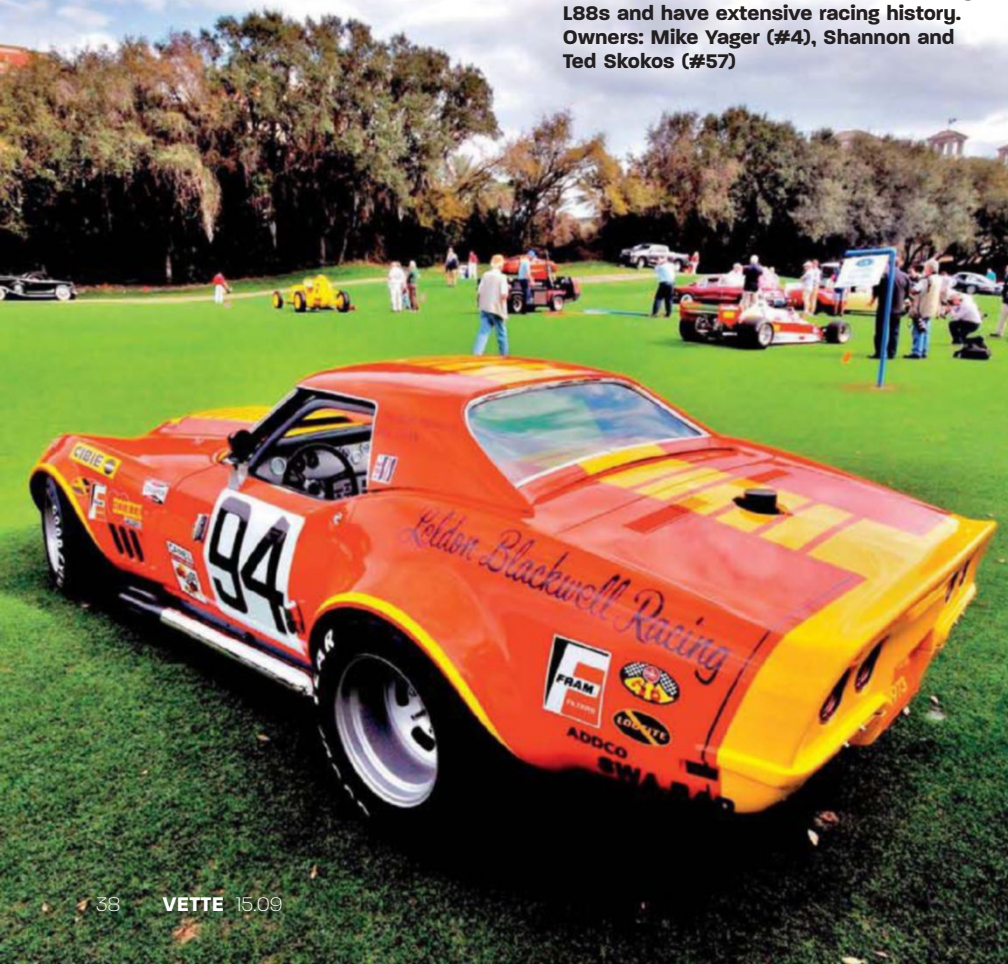
Seven C3 L88-powered Corvettes were on display amongst these race cars. The first, second, fifth, and sixth Corvettes were factory L88s. The others were converted into L88 race cars from street cars.



The No. 4 Rebel Le Mans Corvette (left) finished 15th overall at the 1972 24 Hours of Le Mans. It was converted into an L88 from a wrecked 1968 street car. The No. 57 and No. 49 Corvettes are both factory L88s and have extensive racing history. Owners: Mike Yager (#4), Shannon and Ted Skokos (#57)



NCM Hall of Fame inductee Gib Hufstader is a retired GM engineer who worked with Zora Arkus-Duntov. Gib stands by the factory "lightweight" L88 that finished Fourth overall and First in GT at the 1972 12 Hours of Sebring. Gib provided this team with technical and parts support when Or Costanzo, Dave Heinz, Don Yenke, and Bob Johnson raced it. Owners: Ted and Shannon Skokos



The BFG Corvettes had colorful and striking paint schemes. Corvette Repair brought this well used racer back to its former glory. Owners: Shannon and Ted Skokos

(Left) Saint Petersburg Corvette mechanic Leldon Blackwell built this L88-powered racer from a wrecked 1968 convertible. It was successfully raced by Tony de Lorenzo, Wilbur Pickett, and Bill Bean. Owners: John and Kathy Sloan



Air Conditioning That Fits Like It Was Made Just For Your Corvette

(Because It Was!)

Engineered For Absolutely
Minimal Modifications
To Your Corvette!



Gen IV SureFit Kits Available For:

1958-62 Corvette, 1964-67 Corvette
and 1968-76 Corvette

Each use your original climate control panel adapted
with our electronic Cable Converter™ technology

SureFit Systems are complete with
evaporator kit, Cable Converters™,
compressor, all mounting brackets,
condenser kit, safety switch, all
necessary refrigerant lines and
a detailed instruction manual.
SureFit systems can be ordered to
fit engine swaps in many applica-
tions and can be upgraded with
Vintage Air ProLine appearance
accessories as well.

Vintage Air Systems Built To ISO 9001:2008 Quality Standards

800.862.6658



Complete Catalog Online At:

www.vintageair.com

Unweather your trim and plastic.

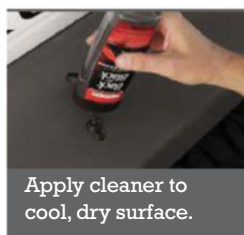


Make your exterior trim and plastics stand out
with Mothers® Back-to-Black® care products.

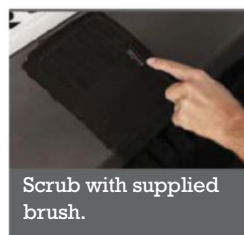
MOTHERS®
Polishes • Waxes • Cleaners

mothers.com • detailguide.com
[facebook.com/mothersusa](https://www.facebook.com/mothersusa)

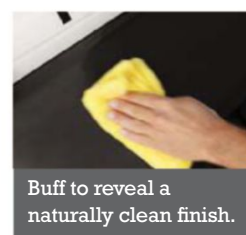
Mothers® Back-to-Black® Heavy
Duty Trim Cleaner Kit. It's not a
cover up. It deep cleans, allowing
you to erase years of neglect,
including oxidation, dirt, road grime
and even stubborn embedded
wax. Restoring your exterior trim
and textured plastics to their
original, like-new color (not just
black) has never been easier.



Apply cleaner to
cool, dry surface.



Scrub with supplied
brush.

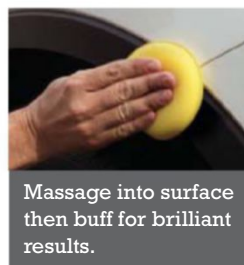


Buff to reveal a
naturally clean finish.

Mothers® Back-to-Black® Trim & Plastic Restorer. The original
Back-to-Black® formula people know and trust. It removes light
oxidation, dirt, wax residue and surface film with ease, while locking
in the richness and protecting from future damage.
For severely neglected surfaces, first use Mothers®
Back-to-Black® Heavy Duty Trim Cleaner.



Pour restorer onto
a dry terry cloth
or sponge.



Massage into surface
then buff for brilliant
results.



'TAMING THE RAT'S NEST'

EFFECTIVE POWER DISTRIBUTION AND
USE OF RELAYS ON OUR 1972 PROJECT.

BY JEREMY D. CLOUGH

We've spent the last couple of months wiring Scarlett, our project 1972 Vette coupe, as we've worked to integrate the new factory harnesses from Zip with the FAST wiring harness for the XFI computer. In addition to routing the factory harnesses, we've corralled the extra engine wiring into a single, firewall-mounted circular connector and made the dash easy to service by combining the gauge wiring into a few small Molex connectors. While we've been focused mostly on the EFI wiring, we'll also be adding other accessories that will require power, and we didn't want to get it just by tapping into factory wires.

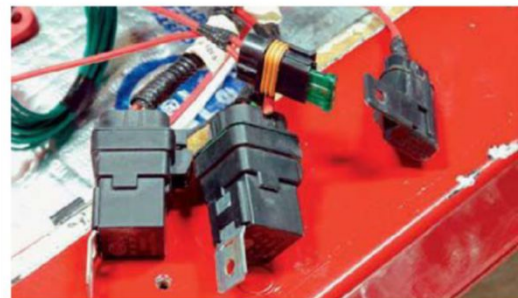
After adjourning to Waytek Wiring, our favorite source for OEM-grade electrical components, we ordered a busbar, a few fused distribution blocks, and weather-sealed Hella relays. Before we get into deep water, though, a few words on electrical theory are in order—please don't stop reading, it's not that painful. Electricity is like water: it has to go somewhere and it has to come back. "Going" is called positive, coming back is called ground. Electricity is generally measured in volts (following the water analogy, think "pressure") and amps (think volume). The voltage is standardized in most cars at 12 volts, but the number of amps varies based on what the electricity is operating.

Even if more amps are available than a component needs, it will only use ("draw") the current that's necessary. If something fails, however, and the component draws more current than needed, the added amps can damage it. Fusing the current before it gets to a component gives the electricity something to break before it damages something expensive or causes a fire, so it's wise to use appropriate fuses (which are rated in amps) before the electricity gets to anything it's liable to damage.

In our case, we needed two types of power: 12 volts that's constantly on and 12-volt switched power that only comes on with the



01 Three of the major components we used in providing for our additional power needs: a fused distribution block with one input and 10 outputs, a Hella weather-sealed relay, and a stud for a common ground. While the Hella is a five-pin relay, for this application we typically only used four of the contacts.

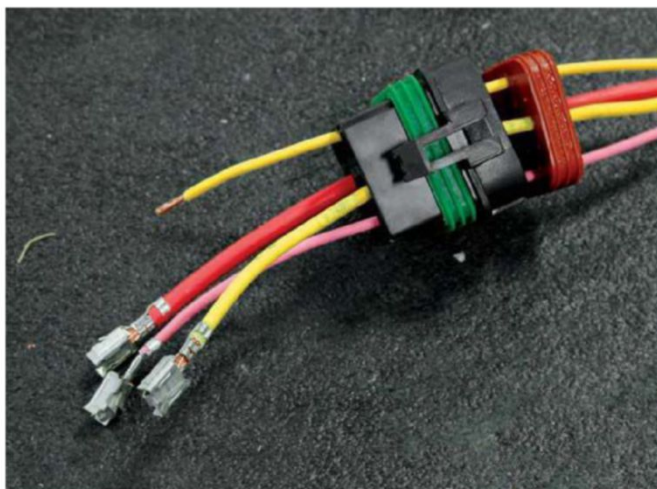


02 Part of what we started with, this add-on harness inside the car powers the fuel pump and the fans. Note the relays and in-line fuse holders. While there's nothing wrong with either, we wanted to consolidate both our relays and fuses into as few places as possible to make the car easy to service. We also wanted to keep as much power outside of the passenger compartment as possible.

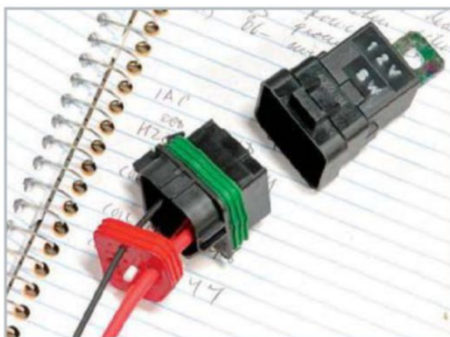
car. We started by running the power to a fused distribution block inside the passenger-side fender vent, then through the firewall using a Delphi HES connector. Although the HES connector can take wires as large as 10-gauge, each pin is only rated at a max of 60 amps, so we put a fuse in place before the power gets to the connector to avoid cooking the connector. Once inside the car, we ran two heavy 10-gauge wires (one 12V constant, one switched) to a pair of fused distribution blocks where each individual accessory will be plugged in and a matching fuse installed. Each block is rated to a total of 100 amps, but since our connector can only take 60 amps per pin, we added up the different electrical loads to make sure we stayed well within that number.

We also ran a 10-gauge ground wire from a large stud in the fenderwell to a common ground (the busbar) that has several threaded studs on it. The stud in the fenderwell will be grounded to the engine, and we'll run a second heavy ground wire from the busbar to the battery once it's installed.

Under the hood, we used relays to avoid running an unnecessary amount of power through our wiring. A relay is basically a switch with four wires: a heavy amperage input wire, a similar output wire, and a trigger wire along with its ground. When the trigger wire is energized (generally by flipping a switch) the relay "turns on," allowing the amperage coming into it to flow out the output wire. This keeps you from having to run the max power needed through the switch itself. Instead of bringing a heavy current load into the car, through a switch behind the dash and back out of the car, a single wire from the switch on the dash can go to the engine compartment, where a relay is placed close to the power source, such as an alternator. **VETTE**



03 The Hella relay uses crimp-on terminals that are sized by the gauge of wire used. The wire is inserted through the rubber wire dress, through the housing of the connector, and then crimped. Once the terminal is in place, pull to seat it in the connector.



04 Once the terminals are seated in place, the wire dress can be pressed up into its receptacle in the connector. Since this is a five-pin relay and we're only using four, we used a plastic plug to seal the unused hole in the wire dress. The fifth pin serves as an output for power when the relay is turned off, rather than on, a feature we'll use later, but not here.



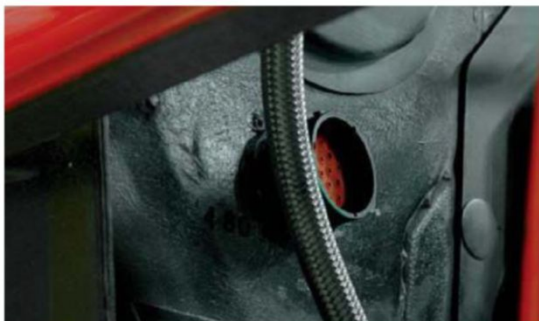
05 Label everything as you go—it'll save hours of tedious multimeter work later as you try to figure out what powers what. While there are other things to be powered, we started with the fans and 12V switched power.



06 Since Scarlett is mercifully equipped with a removable fender vent—another reason to love the 1970-'72 Sharks—we mounted the relays in a row to the rear of the inner fender, up where they'll have some protection from the weather but still be easy to reach.



07 The distribution block and common ground stud loosely screwed into place. The large stud will be connected to the engine block by a heavy 8-gauge wire and will serve as a common ground for the relays mounted above it, as well as for the ground wire going into the car.



08 Numbers-matching guys, look away. We had to get the power through the firewall somewhere, so we cut a hole in the firewall just under where the factory A/C was previously located. While the engine connector has 47 pins, most of which are sized for 18-gauge wire, this one has 19 pins, 6 of which will accept wires up to 10-gauge, which gives us a good way to get heavy amperage through the firewall and to where we need it.



09 This block-off plate was installed in the kick panel area as part of our Vintage Air installation. It had to be removed (even if only temporarily) in order for us to route wiring through this hole and forward to the firewall where we mounted the HES plug.



10 One place we didn't reinvent the wheel was the relays and circuit breaker for the Vintage Air system. Although we had to remove them in order to access the block-off panel in the previous frame, we'll keep them mounted to the kick panel area. Since there are no fuses and the breaker will reset itself, there's no need to have ready access to it.



11 As with the EFI wiring, we zip-tied all of the wiring going through the firewall via the HES plug into a single, snake-like bundle. For final assembly, we'll separate the heavy 10-gauge wires from the smaller ones to reduce the chances of the heavy current affecting the signals transmitted by the smaller wires.

ENGINEERED POWER

THE LARGEST POWER GAINS

Largest Intercoolers • OEM Quality • Expandable from 650-1,400 HP
Simple Bolt-On Installation • 100% Complete, No Permanent Modifications

900+ HP C7

H/O Intercooled System, F-1A ProCharger

1600+ HP C6

C6 Race Intercooler, F-1X ProCharger



Bolt On 225+ HP with
otherwise stock C7's

PROCHARGER
SUPERCHARGER SYSTEMS

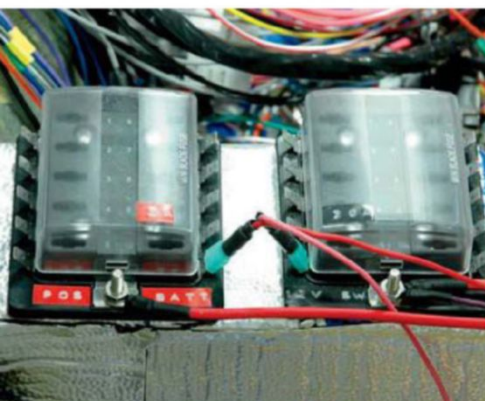


(913) 338-2886 • www.procharger.com





12 There's not much room inside a Shark, so we looked to the parking brake housing area to mount the distribution blocks. While this steel reinforcement goes under the plastic housing, we'll be cutting and re-welding it to make clearance for our distribution blocks.



13 Our two fused distribution blocks screwed into place. This puts all of our power in one place, as well as all of our fuses, so when something stops working, or if we need power for a new accessory, it's all in one place, and it's relatively easy to access. The blocks have 10 fused outputs each and use the smaller mini blade-type fuses. We even splurged for the ones that light up when they blow. Note that even the covers are marked for how many amps each fuse should be, and that they're color-coded to avoid putting the wrong cover on the wrong block.

Sources

STREET SHOP, INC.
256/233-5809
streetshopinc.com

WAYTEK, INC.
waytekwire.com

ZIP CORVETTE
800/962-9632
zip-corvette.com



14 The busbar we used for a common ground was mounted to the area between the forward-most distribution block and the parking brake mechanism. We connected it to our ground stud in the front fenderwell via the HES connector and will add a second ground wire that goes to the battery once it's installed. You can never have enough grounds.

CORVETTE STEERING SOLUTIONS

*Your Classic Corvette can handle like a sports car!!! Bolt on a modern power steering conversion from **BORGESON**.*

AVAILABLE FOR ALL C2&C3 CORVETTES

Features Include:

- No Loss of Turning Radius
- Quick 12.7:1 Ratio
- Easy Bolt-on Installation
- No More Leaky Control Valves
- Kits Starting at Only \$745



Kit #999032 Shown \$745

Find out more visit... www.borgeson.com

Borgeson Universal Co.
91 Technology Park Dr.
Torrington, CT 06790
860-482-8283

1914 - 2014
BORGESON
100th Anniversary

Long Island Corvette Supply Inc

1445 Strong Ave S, Copiague NY 11726 1-800-466-6367

The 63-67 Corvette Parts Source

parts in stock
quick shipping



www.licorvette.com
mail@licorvette.com

Download/View The 63-67 Parts Catalog Online
Website: www.licorvette.com
online ordering - photos - schematics



BY **SCOTT PARKER**
PHOTOGRAPHY BY **GRANT COX**

WHITE CHERRY

Let's face it, 1975 was not exactly a golden year for the Corvette. In fact, the base model was ranked by Edmunds.com as one of the worst Corvette models of all time. Thankfully, the L82 engine option was available to take the anemic 350-cid V-8 to 205 hp with the help of a healthier camshaft and 9.0:1 compression.

Only about 2,372 L82 Corvettes were built

for 1975. In total that year, Chevrolet built 38,465 Corvettes. For point of reference, that's about three times as many as the 2013 model run. And about the same percentage of the '13 models were made up of Z06s and ZR1s as the L82 in 1975. Of course, once you start drilling down into the option codes of Tim Devlin's '75, such as the M21 close-ratio Muncie four-speed manual or the Saddle interior, it becomes even more rare. But power and

production numbers are not what make this '75 worth a second look.

This unrestored Classic White cherry took second flight at an NCRS event because it sports just 25,600 miles. It's barely broken-in ... 40 years after it was first sold! Full documentation proves the authenticity of the mileage, which is what made the '75 too good a deal to pass up for Devlin.

"I first came into contact with this car when



DRY

ONLY 25,600 MILES ON THIS
UNRESTORED L82-POWERED '75.

its owner brought it to my shop (Devlin Rod & Customs) to inquire about some work. That owner later sold the car to one of my long-time customers. When that customer brought it to my shop to have the A/C serviced I remarked that if he ever wanted to sell the car to let me know. Two years ago he called. I told him the timing wasn't right and I would have to pass, but if he couldn't sell it call me back. He did call back and said it must go



because he had bought something else."

Of course, some two years later, the hot rod builder never thought he'd still own the stock '75. "I had intentions to flip it, but I fell in love with it. I tease my wife that our two-year-old son will drive this for his first car. I've always liked this series of Corvettes. They were still on the street when I was a kid. One of the execs at my dad's company always had one. I had a teacher in grade school with one. They are



nice driving cars. Much more technologically advanced than the C1 and C2. And it only has 25,000 miles! It's a brand-new car. How often do you run across a car that old with that kind of mileage?"

Truthfully, Tim has barely even driven it, wanting to keep that mileage low, but he was able to conjure a few details on the '75's options. The Classic White exterior was paired with the Medium Saddle leather interior with

leather seat covers, "special cut-pile" carpeting carried over onto the lower part of the door trim panels, which was also accented with simulated wood-grain that was carried over onto the console. Proving this was fully optional, Devlin's '75 has the high-end U58 AM/FM radio with the 30-inch fixed antenna to go with the power windows, power steering, power brakes, air conditioning, and tilt-telescope steering column. The rear defroster

appears to be the only option not checked off. This seems to be an odd choice since K&L Chevrolet-Olds in Renovo, Pennsylvania, originally sold the car. If only we were able to retell this car's entire history, prior to arriving in Tim Devlin's collection in Wichita, Kansas.

Just by looking at the immaculate paint and interior on this '75 we can tell, though, that from the time it left the St. Louis assembly plant it lead a pampered life. It never went



HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 550 Stores Nationwide.

SCISSOR SUPER COUPON

20% OFF

ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.



32563831

SCISSOR SUPER COUPON

FREE

WITH ANY PURCHASE
PITTSBURGH
6 PIECE
SCREWDRIVER
SET



LOT 47770 shown
61313/62570/62583/62728

\$4.99
VALUE

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one FREE GIFT coupon per customer per day.



32556843

SCISSOR SUPER COUPON

NEW
6" VARIABLE SPEED
DUAL ACTION POLISHER
CHICAGO ELECTRIC
POWER TOOLS



LOT 62403
69924 shown

SAVE \$72

\$57.99
REG. PRICE \$129.99



32548238

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

WOW SUPER COUPON



44", 13 DRAWER
INDUSTRIAL QUALITY
ROLLER CABINET

LOT 69387/62270/62591/68784 shown

SAVE \$330

\$369.99
~~\$699.99~~

• Weighs 245 lbs. **US GENERAL**



32541907

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

4-1/2" ANGLE GRINDER
drillmaster



LOT 60625 shown
95578/69645

SAVE 50%

\$9.99
REG. PRICE \$19.99



32539476

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

WOW SUPER COUPON



PITTSBURGH
3 TON HEAVY DUTY
STEEL JACK STANDS

SAVE 55%

LOT 38846 shown
69597/61196/62392

\$19.99
~~\$24.99~~

REG. PRICE \$44.99



32544950

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed
• Over 25 Million Satisfied Customers

SCISSOR SUPER COUPON

27 LED PORTABLE
WORKLIGHT/FLASHLIGHT



LOT 67227 shown
69567/60566/62532

SAVE 62%

\$2.99 REG. PRICE \$7.99

Batteries included.



32516494

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

2.5 HP, 21 GALLON
125 PSI VERTICAL
AIR COMPRESSOR
CENTRAL PNEUMATIC



LOT 67847 shown
61454/61693

SAVE \$70

\$149.99 REG. PRICE \$219.99



32561431

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

1 TON CAPACITY
FOLDABLE
SHOP CRANE
PITTSBURGH



LOT 69445/93840
61858/69512 shown

• Includes Ram, Hook and Chain

\$99.99 REG. PRICE \$249.99



32516923

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

STEP STOOL/
WORKING PLATFORM
HaulMaster



LOT 62515
66911 shown

SAVE 28%

\$24.99 REG. PRICE \$34.99

• 350 lb. Capacity



32554439

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

WOW SUPER COUPON
2 PIECE VEHICLE WHEEL DOLLIES
PITTSBURGH



• 1500 lb. Capacity
LOT 60343
67338 shown

SAVE 38%

\$4.88 REG. PRICE \$7.99



32521417

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

• 1000 lb. Capacity
MOVER'S DOLLY
HaulMaster



LOT 60497/93888 shown
61899/62399

SAVE 40%

\$8.99 REG. PRICE \$14.99



32527994

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

RAPID PUMP® 1.5 TON
ALUMINUM RACING JACK
PITTSBURGH



• 3-1/2 Pumps Lifts
Most Vehicles
• Weighs 27 lbs.

SAVE \$60

\$59.99 REG. PRICE \$119.99

LOT 69252
60569/62160
62496/62516
68053 shown



32522102

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

SCISSOR SUPER COUPON

WOW SUPER COUPON
900 PEAK/700 RUNNING WATTS
2 HP (63 CC) 2 CYCLE
GAS RECREATIONAL
GENERATOR



SAVE \$84

\$95 REG. PRICE \$179.99

LOT 66619/60338/69381
62472 shown



32555581

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 10/19/15. Limit one coupon per customer per day.

• 550 Stores Nationwide
• HarborFreight.com 800-423-2567

• No Hassle Return Policy
• Lifetime Warranty On All Hand Tools

[FEATURE]

WHITE CHERRY

on a cross-country trip with foolish young men. It never blew a tire on the way to work. It was never towed to an impound lot for parking in the wrong place. Sandy feet or French fries never touched the carpet. Any stories surrounding this L82 C3 would have to do with the people that cared for it, and ultimately why they gave it up.

People have come and gone, but this '75 has survived. It's one of the lowest mileage C3s we've ever seen. Devlin's Corvette gives us an incredible glimpse into exactly how this car rolled off the assembly line. Short of hopping in a time machine, this is the only way many of us will have this experience. And if this car continues to stay in Tim's family, yet another generation will breathe in that new car smell from 1975. **VETTE**





Eye-catching shine from the start

Make your car shine from the very beginning! SONAX offers all you need from highly effective cleaners and waxes to sealants that protect your car for up to 6 months. The perfect tools for an excellent result.

SONAX®

www.sonaxusa.com



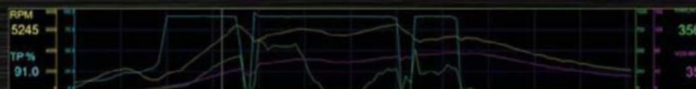
Unlock Your Corvette's Maximum Potential

FlashScan V2 from EFILive allows you to scan, data log and reprogram your 1997-**2014** Corvette's ECM/TCM or PCM, and Virtual VE Tuning for E3B, E67 and now **E92** ECM's for maximum performance and outstanding drivability.

FlashScan's integrated scanning and tuning software simplifies tuning with its overlay capabilities. Simply highlight an area in a data log created by the scanning program, and the cells containing the values that control the conditions being monitored are highlighted in the tuning program.

FlashScan V2 also includes a hand-held controller that allows "black box" scanning, tuning and trouble code reset without using a PC.

FlashScan is backed by unequalled technical support, and can be used with most late model GM cars, pickups and SUVs. (So if you tow your Corvette to the track or to shows, you can also tune your tow vehicle.)

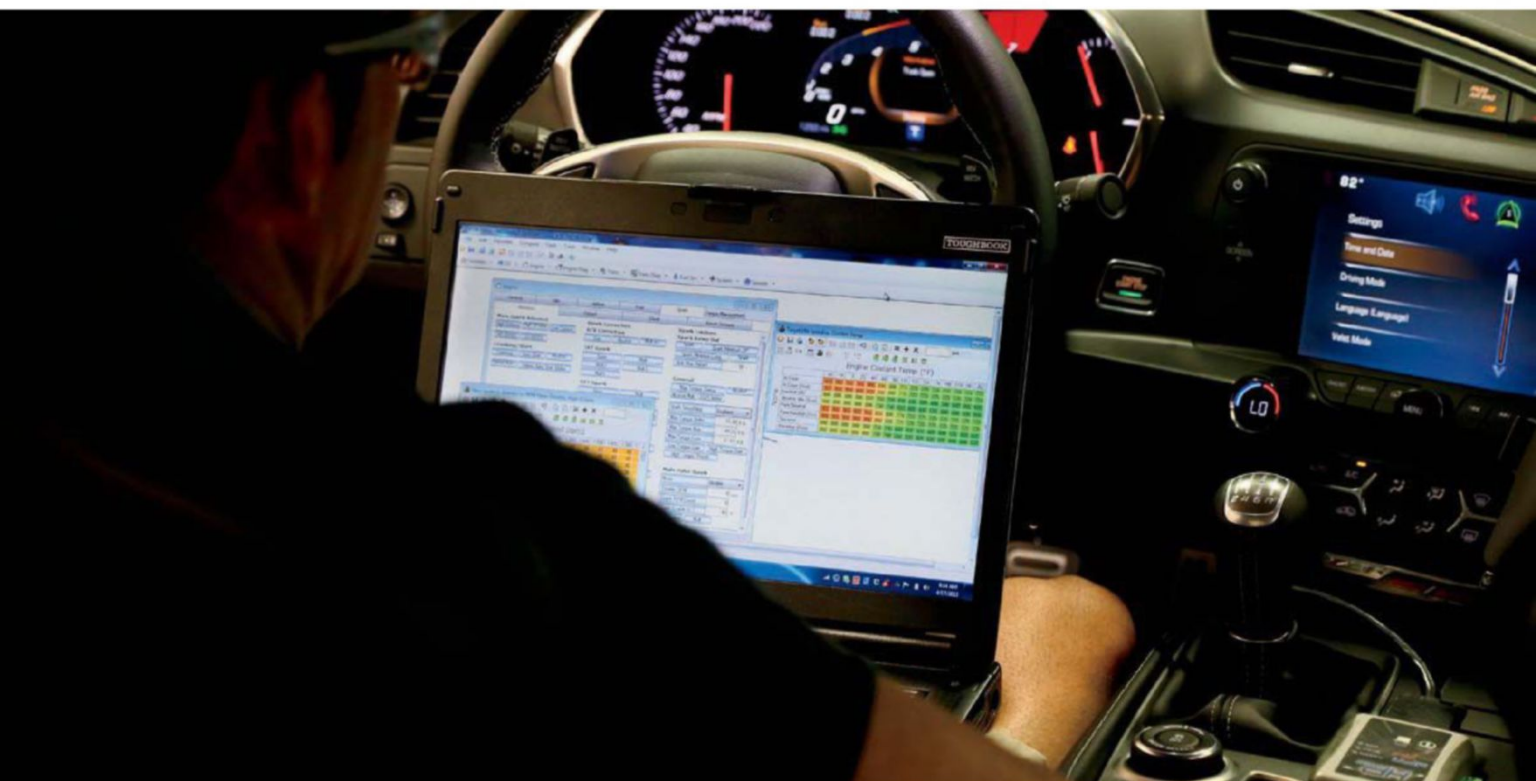


You can find out more about FlashScan, and even download a free copy of the software at www.efilive.com

LEVEL 2 UNLOCKED

CUSTOM EFI TUNING YIELDS SOLID GAINS WITH THE C7 Z06.

BY **SCOTT PARKER** • PHOTOGRAPHY BY **HOWARD TANNER**



By the sixth-generation Corvette, the GM engineers weren't leaving much on the table with the factory EFI calibration. There were some gains to be had in terms of street manners, but not much to speak of on the top end. That all changed, though, when Chevrolet went to unleash the 2015 Corvette Z06 on the world. It was well known that the 650-horsepower animal was given a conservative tune to meet strict emissions standards and hold up for the duration of the 100,000-mile warranty. You can hardly blame them for either, but at the same time – we want more power (amiright!)

Those in the know are aware that this is a simple problem for the likes of Howard Tanner at Redline Motorsports. The Pompano Beach, Florida-based shop tunes everything from the 1,500hp twin-turbo C6 Z06 shop car to stock C5s. When a customer's 2015 Corvette Z06 was dropped off for a few standard bolt-on



upgrades, we decided to take a little detour by tickling the keyboard after the baseline dyno pulls. Tanner uses several different tuning programs, however, on this particular outing he choose HP Tuners' laptop-based software to interface with the Z06's computer, just like on his 10-second '14 Stingray. See what it takes to add over 30 rwhp and plenty of torque under the curve on a 2015 Corvette Z06 without even touching a screwdriver. **VETTE**

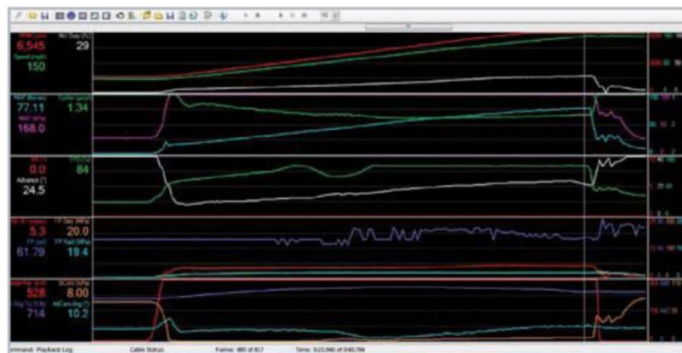
01 Redline Motorsports began by strapping this bone-stock 2015 Corvette Z06 down to its in-house DYNOMite chassis dyno. This particular dyno is load-bearing, which best simulates the load that the engine will see from driving on the road. In theory, this would allow the tune to be more precise and negate much of (if not all) street tuning.



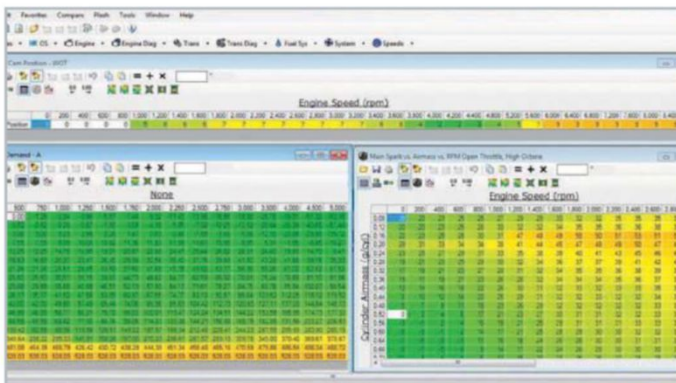
02 The HP Tuners interface plugs into the OBD-II port under the dash and connects to a laptop.



03 Howard Tanner looks over the stock tune file in the software after pulling 581 hp. He noted that the '15 Corvette Z06 was difficult to get a consistent baseline. When we asked if it was heat-soak from the supercharger, Tanner said the Intake Air Temperature (IAT) didn't seem to indicate that it was the cause.



04 Tanner used the HP Tuners data logging feature to keep an eye on vitals such as the air/fuel, spark advance, Mass Air Flow, and Knock Retard. Spark and fuel changes were not unlike any C6 or C7, except that the factory tune left the tailpipes dripping with a 9.5-10.0:1 air/fuel ratio.



05 One of the biggest differences, Tanner says, with C7 tuning is the more advanced variable valve timing. "The camshafts are installed 'advanced' and the cam phaser is commanded by the ECM to retard the timing as dictated in the WOT tables for cam timing. However, as cam timing is changed, so is spark timing as the VE (volumetric efficiency) is also changing. The trick comes from making a cam timing change and not getting a huge timing swing as the ECM believes the VE has changed."

GV GEAR VENDORS
UNDER/OVERDRIVE

PRESENTS

HOT ROD DRAG WEEK[®] 2015

COME SEE THE FASTEST STREET CARS IN THE WORLD!
THIS AIN'T TV — THIS IS LEGIT

HOT ROD Drag Week[®] is where your car better be faster than your mouth! Street-legal drag racers run five quarter-mile events in five days at four different tracks, driving their cars 1,000-plus miles along the way. For 2015, you can come watch every day, from tech inspection through the all-hangin'-out, heads-up finale. See Drag Week's quickest stars like Jeff Lutz, Larry Larson, Doug Cline, and Tom Bailey and their 6-second, 200-mph rides. Drag Week[™] also offers many classes for down-and-dirty muscle cars from all over the world.



SEE THE BATTLE FOR 5 SECONDS, 5 DAYS IN A ROW!

TECH DAY

Sunday, 9/13

**Gateway
Motorsports
Park**

Madison, IL

- Gates open 9:00 am
- Tech until 5:00 pm
- Tune from 6:00 pm until 8:00 pm
- Tickets: \$15 for 13 and above/Children 12 and under free

RACE DAY

Monday, 9/14

**Gateway
Motorsports
Park**

Madison, IL

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

RACE DAY

Tuesday, 9/15

**Lucas
Oil
Raceway**

Indianapolis, IN

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

RACE DAY

Wednesday, 9/16

**Great
Lakes
Dragway**

Union Grove, WI

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

RACE DAY

Thursday, 9/17

**Cordova
International
Raceway**

Cordova, IL

- Gates open 7:30 am
- Racing until 1:30 pm or until complete
- Tickets: \$10 for 13 and above/Children 12 and under free

FINALS

Friday, 9/18

**Gateway
Motorsports
Park**

Madison, IL

- Gates open 11:00 am
- Racing from 2:30 pm to 8:30 pm or until complete
- Tickets: \$15 for 13 and above/Children 12 and under free

HEADS-UP!

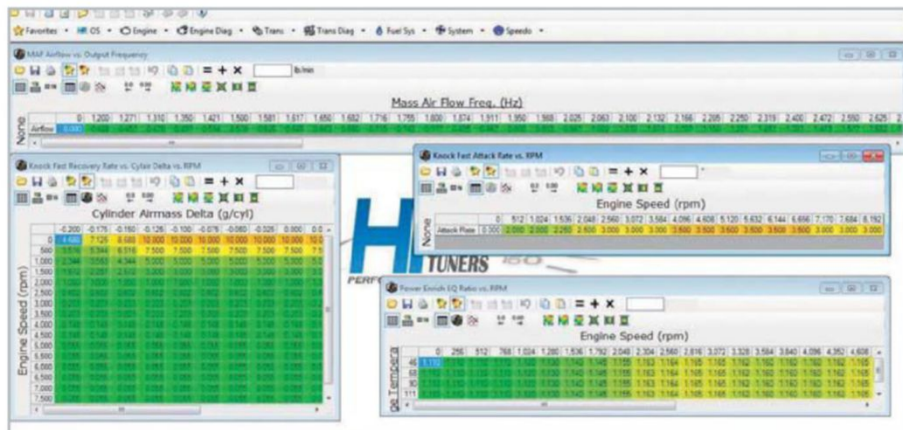
Saturday, 9/19

**Gateway
Motorsports
Park**

Madison, IL

- Gates open 9:00 am
- Racing from 11:00 am to 3:30 pm or until complete
- Tickets: \$15 for 13 and above/Children 12 and under free

LEARN MORE AND CATCH ALL THE COVERAGE AT HOTROD.COM



06 Power would come from adding spark through the entire curve (except over 5,500 rpm), disabling the Cat Over Temp (COT) Protection, and adjusting the fueling to hit 11.5-12.2:1. If you plan on road racing your C7 Z06, then leaving the COT enabled is recommended to preserve the catalytic converters during long periods of wide-open throttle. For stoplight racers, it is just a hindrance by making the Z06 pig-rich. There are a few other tables Tanner goes over, such as Knock Recovery, that help ensure you are getting all 650 hp when you want it (though not necessarily affecting the peak hp).

07 With the custom tune, peak horsepower reached 612, but it was even more impressive how much further the torque curve carried. The Z06 picked up power throughout the rpm range and boasts a new peak of 598.8 lb-ft of torque. Now it is time to play with some bolt-ons!

Source
REDLINE MOTORSPORTS
 954/703-5560
www.redline-motorsports.net

The BEST Way to Cool Hot Vettes!™

Dollar for Dollar the Most-Effective and Best-Looking Accessory You Can Put on Your Vette!



- Designed with help of a NASA Wind Tunnel Engineer to maximize hot air flow out of your engine compartment.
- Increases power, durability, efficiency, reliability, A/C efficiency and battery life.
- Desert-tested and desert-used by the U.S. Border Patrol!
- Sturdily mount – includes stainless steel pop rivets, Titanium-coated drill bit and instructions for easy home installation.
- 34 models available in Professional-grade formed Aluminum Panels – choice of Powder-Coated Semi-Gloss Black, Gloss White – or Natural Aluminum.
- Made in USA. Satisfaction guaranteed.

www.HoodLouvers.com

Call 804-355-1758 (9am-5pm, ET)
 or email Cool@HoodLouvers.com



"Added 10 mph to my top end on the Autobahn!" – Alex G., Luxembourg

"PHENOMENAL...a 47 degree drop in underhood temp!" – Police Chief, Pelion, S.C.

"It is *unbelievable* how well they work. Your hood louvers are exceptional! The quality of your products far exceeded my expectations. The instructions are faultless, and installing them was easy." – K.W., Colorado

"You guys make a great product; I couldn't believe everything was included! The install was a breeze. I've definitely noticed a cooler engine and I think they look mean as hell too. Thanks for making a great product." – Joe B., Texas

"Now it [transmission housing] is cool to the touch on long drives. I have to turn the thermostat on my A/C down because it gets that cold! Many thanks." – T. H., Mississippi

Summer Special ■ Save \$10!
 Use Coupon Code VM1509 when ordering.

PAUL COMEAU'S SOUR BUSINESS DEAL TURNED INTO ONE SWEET RIDE.

JOHN MACHAQUEIRO TEXT | PHOTOS



How often have we heard about car deals full of good intentions that turn bad? The days when a handshake was as good as any signed piece of paper seems to be a thing of the past. Sadly, in the world we live in, putting pen to paper when doing business is the only way to go, even when it is a relationship that has matured over many years. That was the hard lesson learned by Paul Comeau, the

owner of The Corvette Shop in Montgomery, New York. His dilemma began when a client of 30 years asked him to build a 1963 Grand Sport replica. "He told me he was getting this big inheritance," Paul explains. "I asked him if he wanted to go in with half the money for this kit and he told me that he was getting his money pretty soon."

After some time invested in researching what was available, one was located on

NO MONEY DOWN



[FEATURE]

NO MONEY DOWN

eBay. It was a roller with a well-sorted D&D full tube chassis and a '63 Corvette Grand Sport replica body built by Pigeon Performance in Canada. It was an unfinished project that the owner had lost interest in so Paul went ahead and bought the car. After getting the Corvette into his shop, his friend's excuses began to pile up when payment was mentioned. This continued to the point where Paul gave up and decided to build the car for himself as a rolling business card for his shop.

With no interest in building a track ready car, he opted for something with civility, reliability, and a plethora of creature comforts. The first step in that direction was picking the right propulsion for the car. Since he was after reliability with decent performance, an LS376 480 crate engine from Chevrolet Performance was a no-brainer. It offered bulletproof dependability with

a comprehensive warranty. Paul describes it best as "plug-and-play."

The 6.2L mill was backed by a Tremec TR6060 six-speed that he pulled from a 2010 Camaro. At the rear, a Dana 44 stuffed with 3.55:1 gears was the choice to distribute the

power. When it came time to expel the spent fumes, Paul got a little creative and added a set of LS7 manifolds that mate to a 2008 Dodge Viper exhaust system. He also installed a set of electric valves that allow him to run the exhaust through the mufflers or the 4-inch



**WITH NO INTEREST
IN BUILDING A TRACK
READY CAR, HE OPTED
FOR SOMETHING WITH
CIVILITY, RELIABILITY,
AND A PLETHORA OF
CREATURE COMFORTS.**



open pipes for that extra rumble.

The previous owner had invested a fair amount of money on the chassis. It was well on its way to completion, with many quality components installed. This saved Paul a huge amount of time and effort in tracking down the

right parts for the build. At the front it came with C4 500-lb/in springs with QA1 coilovers, and at the rear C4 300-lb/in springs also with QA1 coilovers. This was an ideal compromise that offered exceptional road manners. The braking hardware installed was also top-shelf,

with Wilwood calipers at the front and C4 units at the back, all clamping down on Wilwood cross-drilled and slotted rotors. Also included in the purchase was a set of four American Racing Torq-Thrust II wheels. The fronts measure 15x9 and are wrapped in BFGoodrich Radial T/A 235/60R15s. At the rear, BFGoodrich Radial T/A 295/50R15s are mounted on 15x10 wheels. It also has power steering and power brakes, just like any modern Corvette.

While the chassis presented few problems, the body more than made up for it. As with any kit car, the finished product often depends on the amount of work invested, and the quality of what you initially start out with. With this GS body, the biggest issue that he encountered was the lack of an internal structure. This was evident when he test drove the car and the body violently flapped in the wind, which



[FEATURE]

NO MONEY DOWN

allowed for wind leaks to come into the cockpit. Since the plan was to have a civilized interior, making the body stiffer would solve the wind problem—that, of course, meant additional fabrication. It took him three months to design and build a complete 1-inch chromoly tube frame that was then bonded to the body with multiple layers of fiberglass. He also installed a four-point rollbar to add some additional safety and structural rigidity. This fix eliminated the wind noise, but did little to shield all the other sounds coming through the thin fiberglass body. That issue was solved with the application of Dynamat to the interior and spray-on truck bed liner on the underside.

Since the original GSs were pure race cars, kit manufacturers have followed that path and created cars with few provisions that allow for any creature comforts. As with many of his previous projects, Paul has opted to source a few pieces from late-model Corvettes. For this build, he installed a pair of leather-wrapped C6 seats, an ididit tilt steering column, and a full complement of Auto Meter gauges. A Pioneer 1,000-watt tuner with built-in DVD, Bluetooth, and satellite radio and navigation raises the driving enjoyment up a few notches. Adding power windows was another fabrication challenge for him. Since the kit doors didn't come with provisions for any window mechanism, he took a pair of stock mid-year doors, removed the outer skins, and bonded the kit-supplied GS door skins to them.

Aside from the structural integrity issues, the kit body was actually not too bad with fit and finish. Paul invested a decent amount of time fixing problems to the point it was ready for its first coat of primer. Since this was a billboard for his business, and the end result would only be as good as the prep work underneath, he spent extra time getting everything razor sharp and straight. After many weeks massaging the fiberglass body, he was ready to lay down some paint. He wanted the car to have a period correct look but didn't want to be a slave to a GM color, so he applied the basecoat/clearcoat Deep Water Blue, a Dodge color. That shade, combined with white stripes, looks the part. The final touch was the addition of period correct stickers, numbered roundels, and his shop's name.

With all the choices Paul made, you might ask, How good is this car? "I've put almost 6,000 miles on the Grand Sport," he exclaims. "I drive it every day and I've even gone grocery shopping with it, and it's bulletproof." As business cards go, you couldn't ask for a better way to highlight your talents, and with this car Paul has knocked it out of the park. **VETTE**





**MORE GEARS.
MORE FUN.**

CORVETTE TKO 5-SPEED KIT

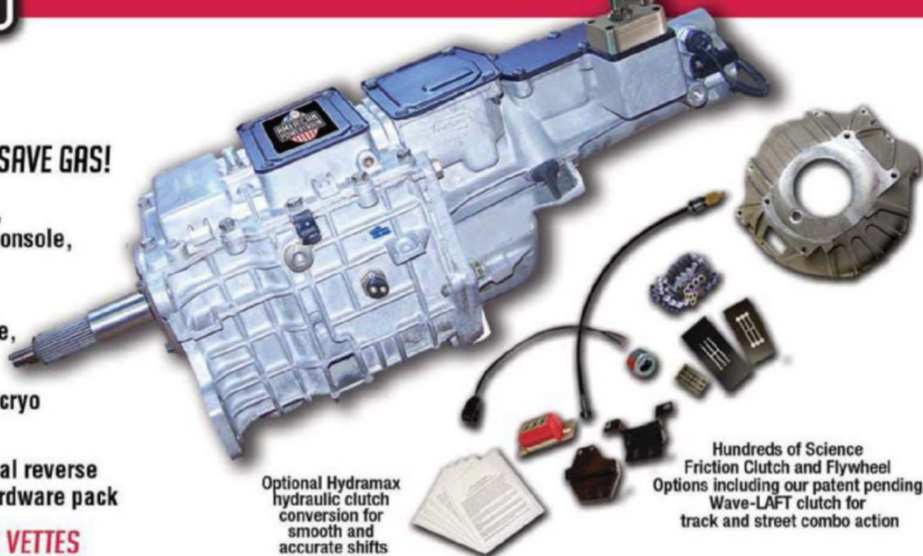


Shift Handle
Optional

TKO 5-SPEED TREMEC OVERDRIVE - GO FAST AND SAVE GAS!

- 600 ft-lb rated, cuts your highway rpms by up to 36%, original 4-speed shift position, no mods to tunnel or console, 950 ft-lb Xtreme upgrade available
- Short throw White Lightning bias adjustable billet shifter - Fits your original shifter position and console, provides great feedback
- 3.0" Seamless DOM Driveshaft - race balanced with cryo hardened yoke and solid u-joints
- Complete installation kit with poly mount, Weatherseal reverse light wiring harness, pilot bearing, shift lever and hardware pack

5-SPEEDS, 6-SPEEDS & 4-SPEED AUTOMATICS FOR VETTES



Optional Hydramax
hydraulic clutch
conversion for
smooth and
accurate shifts

Hundreds of Science
Friction Clutch and Flywheel
Options including our patent pending
Wave-LAFT clutch for
track and street combo action

sales@americanpowertrain.com

www.americanpowertrain.com

931-646-4836

FREE CATALOGS

CELEBRATING 40 YEARS OF PROVIDING
PARTS AND ACCESSORIES...

for every *Generation*

Corvette Central is proud to be America's Leader in Corvette Parts and Accessories since 1975. Log on to corvettecentral.com for your free catalog and to view our extensive line of over 60,000 products.

800-345-4122 | 269-426-3342 | SAWYER, MICHIGAN







FLOW-DOWN LOWDOWN

GETTING THE “FLOW-DOWN” ON GM’S CONCEPTS
FOR NEW STINGRAY PERFORMANCE PARTS.

STEVE TEMPLE WORDS | PHOTOS

The term “flow-down” refers to an engineering process described to us by GM’s Director of Performance Variants, Parts & Motorsports Engineering Mark Dickens. That’s quite a title, but he’s involved with quite a bit in the refinement of Corvette performance. Basically, in keeping with those familiar phrases noted above, what it means is that the parts developed for the higher-caliber Z06 result in a form of trickle-down economics, so owners of base-model Corvettes can enhance them. Nothing’s cast in stone yet with the concepts shown at the 2014 SEMA Show, but past programs have made concepts for performance parts available in relatively short order.

For instance, Dickens points out that the Z/28 Camaro went through a similar process last year. Of those items displayed as

concept parts at the 2013 SEMA Show, 90 percent are now available for purchase. “Based on our track record on the Z/28, we might expect to see something that quickly again,” he allows.

What’s the motive behind this flow-down process? As good as the new Stingray is right out of the box, when it comes to Corvettes, there’s this relentless pursuit of excellence (as we highlighted in the series on the C7’s development that we ran in *VETTE* a year or so ago). Nothing less than optimum will do when it comes to GM’s performance flagship. (After all, nobody remembers who came in Second place on the track.)

To that end, key areas of the car—brakes, cooling, driveline, suspension, body components, and more—get additional attention, with minute enhancements measured right down to grams, millimeters, and percentage points.

But Dickens is almost nonchalant about the effort involved. "We take the mystery out of speed," he notes with the self-assurance typical of experienced engineers. "It's an integrated package, developed by the same team of people [who developed the car] with all the engineering resources at their disposal."

In other words, this team can employ GM's massive computer power of CFD (computational fluid dynamics), wind-tunnel testing, simulations, and other track-testing technologies. Real-world, number-crunching science, not just vague intuition, comes to bear here. Not only that, "We save ourselves a thousand sets of tires by running simulations on a computer," Dickens quips.

Wind-tunnel testing in particular played a significant role in the Stingray's development, in order to evaluate the aerodynamics and air-flow ducts. Computer analysis determined if each early design proposal hit the aero target. Commenting on this preliminary work studying the CFD, GM's Exterior Design Manager Kirk Bennion points out that, "It's a huge enabler, and there's a big learning bandwidth."

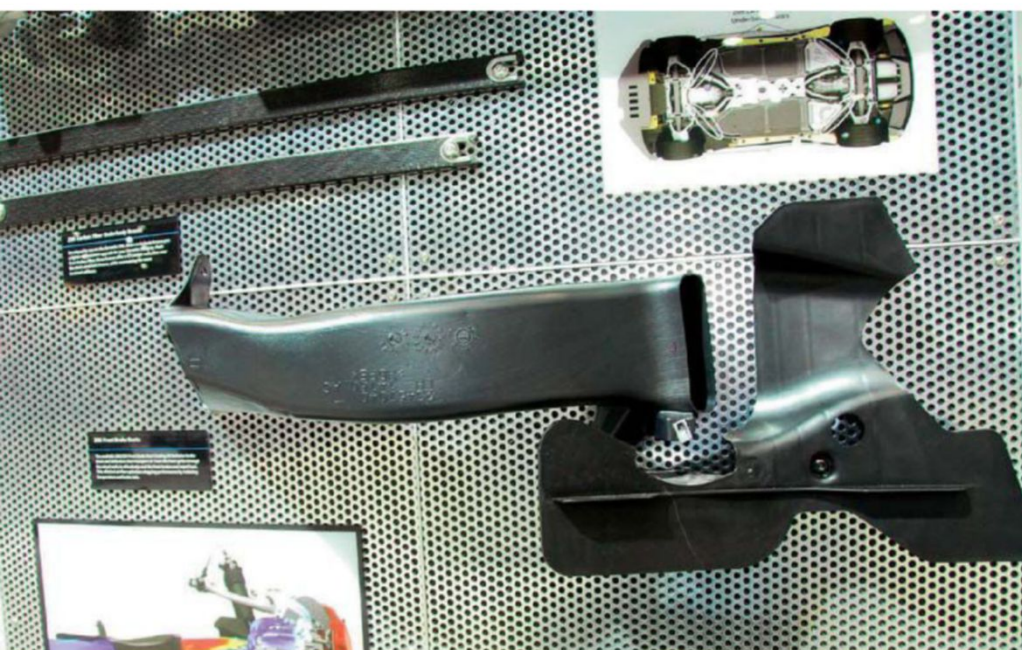
Specifically, computer-generated, meshed models and digital "ribbons" visually display the path of a single particle as it travels through and around the body. And this powerful analytic tool provides data on dozens of parameters, such as heat, velocity, and pressure coefficients, among many others, allowing for an unprecedented level of precision.

So what's the benefit for the end user? "We take the Z51 ride and handling traits and shift



The Z06's carbon-fiber torque tube is 6 kg lighter than the base/Z51 steel unit, but provides the same level of torsional stiffness. The Z06's driveshaft couplers (left), have a higher resistance to exhaust heat than the base Z51 couplers for better durability on the track. Shown underneath the driveshaft are carbon-fiber underbody braces. Developed for use on the Z06, they offer a 17 percent weight reduction over the stock aluminum braces, yet with the same torsional stiffness. "Every ounce counts," Dickens says.

the balance to handling," Dickens adds. We can hardly wait to test out these parts, and experience the before-and-after effects firsthand. In the meantime, the accompanying photos and captions provide an insider glimpse into the future of Corvette performance. **VETTE**



As any physics student already knows, brakes work by converting kinetic motion into heat energy. But that means you need to expel excess heat to prevent brake fade. The available Z06/Z51 Front Brake Duct Cooling kit includes brake ducts and deflectors that transport air from the front grille through the wheelwells to more effectively cool the pads and rotors.



This concept suspension package was developed to improve the on-track handling capabilities of the Corvette Stingray. It includes more aggressive shocks and stiffer stabilizer bars, springs, and lower control arm bushings. This suspension is being developed for submission into the SCCA Touring 1 class to compete in the 2015 season. The aggressive passive shocks are used to maintain eligibility to compete within the rules of most club racing sanctioning bodies.

FROM EAST
TO WEST ...

HOT ROD POWERFEST

CARS • MUSIC • SPEED PARTS • ACTION

A PERFORMANCE CAR INVASION!
ALL TYPES OF VEHICLES WELCOME.

PERFORMANCE MIDWAY

DYNO CHALLENGE

AUTOCROSS

BURNOUT CONTEST

MISS POWERFEST
CONTEST

LIVE MUSIC

MAGAZINE
FEATURE CARS

GIVEAWAYS

SHOW 'N' SHINE
COMPETITIONS

PLUS MUCH MORE



LAS VEGAS, NV
SEPTEMBER 26 & 27

SPECIAL HEADLINE
MUSIC PERFORMANCES

MEET FREIBURGER AND
FINNEGAN OF ROADKILL

CRUISE IN FROM SOUTHERN
CALIFORNIA WITH THE EDITORS

LAS
Vegas

MSD



DARLINGTON, SC
OCTOBER 3 & 4

SPEED STOP
CHALLENGE

LAP DARLINGTON RACEWAY
"THE TRACK TOO TOUGH TO TAME"

MIDNIGHT DRAGS OCTOBER 3
AT DARLINGTON DRAGWAY

MSD

REGISTER YOUR VEHICLE AND FIND MORE INFO AT HOTROD.COM



Designed to maximize airflow to the radiator, intercooler, and brake cooling ducts, the Z06's front grille resulted in an airflow increase of 17 percent when compared with the Z51. In addition, the inlet ramps to the brake cooling ducts were optimized to balance the airflow demands of brake and engine cooling.



The adjustable wicker bill (aka Gurney flap) on the Z06 provides more downforce, offsetting the lift of the body shape, for better road holding and handling. Different levels of aero packages are available, from track to moderate. Dickens points out that on some tracks you want more downforce for quicker lap times; on others you want higher straight line speed, so the rear spoiler is smaller or even removed entirely.



The Z06 carbon ceramic-matrix (CCM) package adds larger cross-drilled rotors (394x36 mm front and 390x32 mm rear), and collectively they save 27 pounds over the standard iron Z06 system. The front, six-piston monoblock aluminum calipers feature vented pistons for improved pad and brake fluid cooling. These calipers offer differentiated piston diameters of 28, 32, and 38 mm (leading to trailing) in order to ensure more even pad pressure and, thus, wear. The rear four-piston calipers features 30 and 32 mm differential diameters as well.



Substantial airflow is critical to maintaining cooling performance on the track. The Z06 quarter vents offer larger openings for a 25 percent increase in airflow to the transmission oil cooler and differential cooler compared with the Z51 at track speeds. The larger Z06 rear transmission cooler fits in the same location as the base/Z51 cooler, but it adds up to 15 percent more cooling. The Z06 front auxiliary transmission oil cooler takes fluid to the front of the car for additional cooling, doubling the fluid capacity. And the 600-watt radiator fan (up from 500-watts, for increased fan speed) was designed specifically for the Z06's track cooling requirements.

Holley[®] LS FestTM 2015



In conjunction with:

HOT ROD &



PERFORMANCE
VEHICLES • PARTS • RACING

**FOR ANY CAR OR TRUCK
WITH A GM LS ENGINE!**

Late models • Engine swaps

SEPTEMBER 11-13, 2015

BEECH BEND PARK • BOWLING GREEN, KY

DRAG RACING

AUTOCROSS

DRIFTING

DYNO CHALLENGE

SHOW & SHINE

CONTRYSIDE CRUISE

& MORE!

Vette

WILL BE THERE!



SCAN HERE
WITH YOUR
SMARTPHONE
& SEE LS FEST
2014 VIDEOS!



holleylsfest.com

All trademarks are property of their respective owners.

CORBEAU[®]



SPORTLINE EVOLUTION X

- 20 SEAT STYLES STARTING AT \$199
- CUSTOM SEAT BRACKETS
- HARNESS BELTS
- SEAT HEATERS



801-255-3737
CORBEAU.COM



This 1953 is the earliest known Corvette race car and was built by Chevrolet NASCAR Stock Car Racing under the direction of Ed Cole and Mauri Rose. It raced from 1955-1957 at venues including Martinsville Speedway and on the sand at Daytona. You can see an entire documentary about the car at nascarcorvette.com.



This '65, owned by John Pardy, was one of the nicest customs at the show and proof that Pro Street is far from dead. Featuring a 720hp 582-inch big-block we imagine it's a pretty wild ride.



There was also a class for mildly "conservative" modded cars like this '60 owned by Angelo Carlesimo. Having this much variety makes the show that much more fun to walk around.

MOTOR CITY SHOWDOWN

STEVEN RUPP TEXT
ROBERT MCGAFFIN PHOTOS

Every March gearheads and car lovers from around the country descend on Detroit's Cobo Hall for one of the best car events around: the Detroit Autorama. For 2015, the cars and attendance was simply off the hook with nearly 723,000-square-feet of convention center floor space crammed with some of the most insane hot rods and Corvettes in the country. They expected nearly 200,000 people to attend. Yeah, it's a big deal.

Besides all the Corvettes, there's a host of other hardware to check out, from rat rods to the Ridler cars (this year's winner is rumored to have cost in the neighborhood of \$3,000,000 to build!). The Ridler is the big-deal award of show cars. First, the Pirelli Great 8 is picked from a field of around three dozen cars. Then those eight are further scrutinized until only one is left standing. Actually there are a ton of these "shows within a show" going on. There's a little something for everyone; from the Street Rodder Top 100 (hosted by our sister publication *Street Rodder*) to the cars from the *Fast and Furious* movie franchise.

Hey, they've been having this show for over 60 years, so there's a lot of history. In fact, if you visit the "basement" you can check out a cool set of cars representing the traditional rod scene. Of course, you want to see Vettes and this show doesn't disappoint with a 10-car exhibit of Significant Corvettes of the Past. So, if you haven't been then we suggest you start booking your hotel and trying to find cheap airfare for next year! Here are just some of the hot Corvettes that we spied while meandering through the hall. **VETTE**

Mark Eaton brought this killer '57 to the party and was in the Pro Touring class. The tires are massive 245/45R18s. The body was widened two inches to make them fit. The chassis is an SR111 tubular setup fitted with C6 suspension bits. Under the hood there's a 600hp LS7, and overall the car had more custom touches than we could count.





One very significant Vette at the show was this 1969 Motion Phase III. This is the real deal with a 482-inch, 600hp ZL/X Elephant Motor under the hood backed up by a close-ratio four-speed with Hone overdrive. It only had 15,082 miles on the clock. This is the only Elephant Motor known to exist.



This '76 was designed and owned by Bill Mitchell, GM Vice President of Design, and his wife Marian. Powered by an all-aluminum LT-2 (454-inch, 465hp) that was installed by none other than Smokey Yunick, it certainly is a car filled with history.



Ken Lingenfelter brought out a few cars from his vast collection, including this 1981 Greenwood Corvette GTO. Under the hood is a turbocharged L82 engine (450hp), and it only has 4,400 actual miles. This '81 is one of only two streetable GTOs ever built, and the only one that was built with a four-speed transmission.



This 1990 Rick Mears Edition ZR-1 is a one-of-one deal and features a 32-valve overhead-cam LT5 engine. Yeah, by today's standards the 375-horsepower doesn't sound like much, but it was good enough for 0-60 in 4.4 seconds and a top speed of over 184 mph.



We loved this 1996 Guldstrand GS90 Nassau Roadster. They only made nine and they were powered by a 420hp 5.7L supercharged LT1. The body is handcrafted carbon fiber on a steel chassis and the MSRP, almost 20 years ago, was \$85,000.



This '67 was killer, just enough custom touches to set it off, yet still retain the classic vibe. It's owned by Duane Sherman and is powered by a 350 Chevrolet Performance crate engine.



TIRED OF FRAME FLEX IN YOUR
C4 CORVETTE CAUSING BODY
RATTLES, COWL FLEX
AND TORSIONAL STEERING SHAKE?



**TIGHTEN IT UP
WITH THE
C4 NO FLEX**

FIND US AT
VETTE2VETTE.COM
OR
815-673-6200

ROUND TUBE FRAMES for 53-82 Corvettes



- Excellent ride and handling
- Accepts 84-pres Vette suspension
- Numerous packages and options

Also available for 55-57 Chevys and custom applications

SRIII Motorsports Inc.
815-462-4138
sriiimotorsports.com



MUSKEGON BRAKE
Corvette Parts

**We are the
hard part guys**

Corvette Brake and Suspension Specialist

NEW Wilwood Performance D8-4 Calipers

Fits 1965-82 Corvettes

- Forged Aluminum
- Stainless Pistons
- Direct Bolt-On
- Fits Under Stock Wheels
- Takes Stock Pads & Rotor
- Includes Pads & Hoses



\$499 Per Axle Set

Front End Super Kit

Same heavy duty parts as our standard kit above, plus two inner tie rod ends and our performance idler arm. The idler arm holds the steering with spring-loaded bearings.

- 2 Upper Ball Joints • 2 Lower Ball Joints
- 4 Upper 'A' Arm Bushings • 4 Lower 'A' Arm Bushings
- 2 Outer Tie Rod Ends • 2 Inner Tie Rod Ends
- 2 Stabilizer Links • Idler Arm

only \$199⁹⁵ **PBR-Kit4**

Above kit with optional
urethane bushings
Only \$269 PBR Kit-3



1967-82 Stainless Steel Super Kit Our complete "Bolt on Brake Job"

Restore your brakes to better than new condition! The Super Kit contains all the components listed below plus much more! Every caliper is high-pressure nitrogen tested on our special flaw detection equipment.

- New Master Cylinder
- 4 Stainless Steel Stoveed Calipers with limited lifetime warranty
- 2 Quarts Silicone Brake Fluid
- 2 Rear Stainless Steel Caliper Lines
- 4 New Rubber Brake Hoses
- New Copper Inlet Washers
- Brakeline Clips



only \$409

Exchange, With Rebuildable Cores

1963-82 Corvette Composite Springs

- Stress Type Design with Tapered Width Thickness
- Registered and Serial #'s • Includes All Mounting Hardware
- Better Performance • TRW Design

**Only
\$309**



www.muskegonbrake.com | (231) 733-0874 Tech Line | Toll Free 800-442-0335
848 E. Broadway, Muskegon | Mon.-Fri. 8am-5pm (EST) | All major credit cards accepted. UPS COD

GO FASTER WITH



FORCE

SUPERCHARGERS

If the stock 460 horsepower is not enough, then our new E-Force Supercharger is the perfect solution for your C7. This new system is a ground up design that utilizes the Eaton Gen VI 2300 TVS® rotating assembly. Designed to fit under the stock hood, it retains the factory look of this highly engineered masterpiece.

Our supercharger system will retain great daily driving characteristics, while delivering power to the pavement when you demand it.



624 HP

THAT'S AN ADDITIONAL 164 HP OVER STOCK



We're so confident in our E-Force Supercharger Systems that we're backing them up with an unprecedented new warranty.

Now you can outfit your ride with an E-Force Supercharger and have the peace of mind that you'll be covered!

For complete coverage details and to view a list of eligible E-Force systems Visit www.edelbrock.com/EForcewarranty

FOLLOW US ON:



FOR MORE INFORMATION VISIT EDELBROCK.COM

FREE CATALOGS: 800-386-8326 • TECH LINE: 800-416-8628, 7am-5pm PST. M-F.

ALL PARTS LEGAL FOR USE ON PRE-POLLUTION CONTROLLED VEHICLES ONLY.

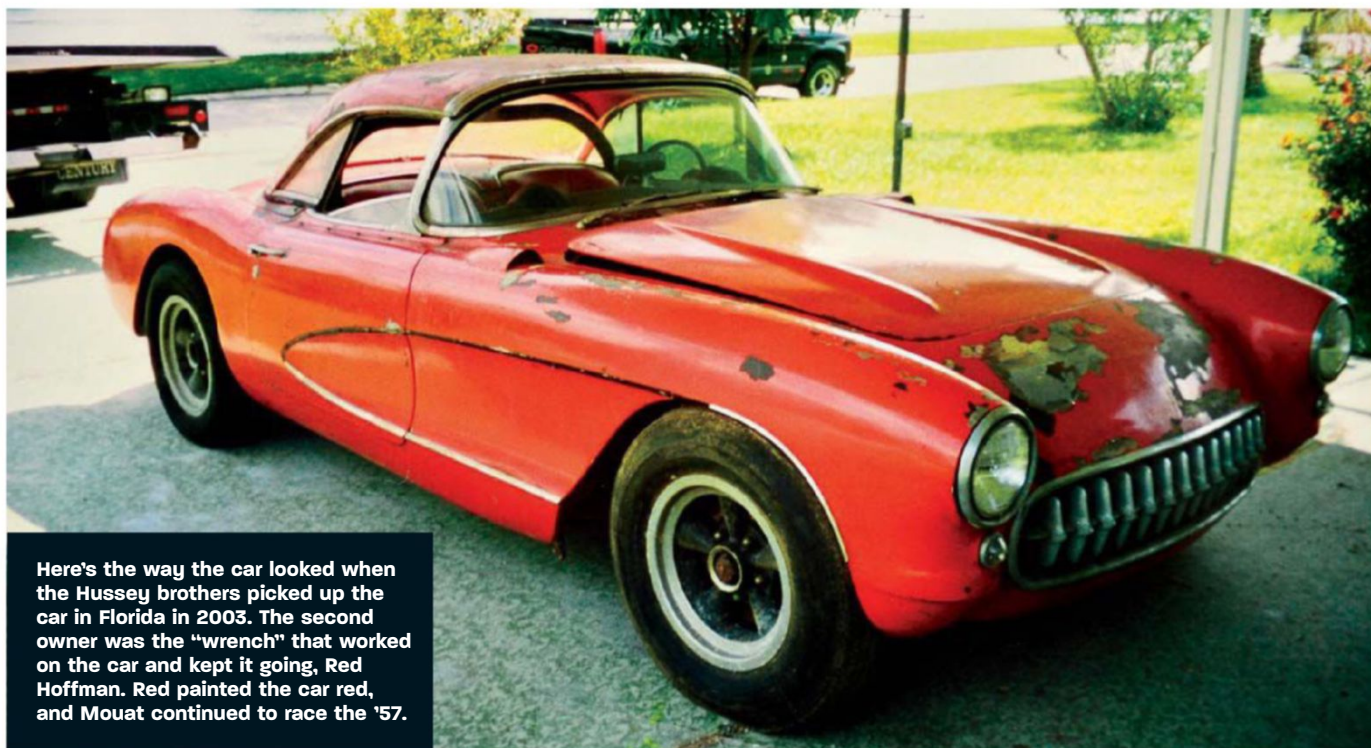
Edelbrock

PASSION FOR PERFORMANCE

RARE FINDS

➔ **Do you have a Rare Find story or lead to share?** Contact Jerry Heasley at jerryheasley@gmail.com.

JERRY HEASLEY WORDS | PHOTOS



Here's the way the car looked when the Hussey brothers picked up the car in Florida in 2003. The second owner was the "wrench" that worked on the car and kept it going, Red Hoffman. Red painted the car red, and Mouat continued to race the '57.

A CORVETTE COLLECTOR WALKS INTO A BAR...

➔ ...And comes out with a 1957 Air Box fuelie? Yes, this did happen, but you can make up your own joke. I ran across a black '57 Corvette (with number "57" in white roundels on the doors and hood) parked under a white tent at the Corvettes at Carlisle display. So, was this an old race car?

Fortunately, the current owner, Frank Buck of Gettysburg, Pennsylvania, had also displayed a large album full of pictures. Those pictures showed a black '57 race car, looking just like this Vette. I was intrigued by the vintage photos of this car at Marlboro, Watkins Glen, and Cumberland. Buck's album also showed the car on a lift circled with people. Truth is definitely stranger than fiction. Buck told me a story of Kevin Hussey walking into a bar in St. Petersburg, Florida, in 2003 and striking up a conversation with a man who owned a 1957 Corvette.

"They were talking Corvettes and shooting the bull and the guy happened to mention he had an old Corvette he'd like to restore some day." At this time, Hussey did not know this Vette had a racing heritage. He just liked 1957 Corvettes. The owner, however, did know the

Vette was raced back in the day.

Buck pointed to a picture of the car, painted red, and parked in a driveway. "That's when Hussey was picking the car up from the owner," Buck said. Early the next year, at the annual NCRS show at "Old Town" in Orlando, Florida, Corvette enthusiasts were in for a pleasant surprise. Kevin Hussey and his two brothers (Sean and Kent), who bought the car from the man in the bar, brought the '57 to the show for all to see.

The back of one picture read, "26th Annual Florida Chapter, Winter Regional Meet, January 22nd – 25th, 2004." Supposedly, Chip Miller of Carlisle Production was present and he "critiqued" the '57. Miller died in March of 2004. Noland Adams was also there. Right away, attendees recognized this '57 as a factory "Air Box" fuelie raced by Bob Mouat of Baltimore, Maryland. Buck said, "Mouat purchased the car in 1957 and went racing right away with a full windshield and hardtop."

Initially, Mouat actually drove the car to races. Later, he modified and towed the '57 to races—and apparently many, many races, as evidenced by the photos in Buck's large album. Buck, who has probably owned more



The interior was complete, including the extra gauges in the dash for racing.



"Elephant ears" to cool the brakes were intact on this race car!



SHOP FOR VETTE SWAG TODAY!



OFFICIALLY LICENSED
VETTE MERCHANDISE
NOW AVAILABLE!

Choose from T-shirts, camp shirts,
performance piques, low-profile twill
visors, insulated beverage holders,
and more on the way.

Muscle Car
MAG SWAG

musclecarmagswag.com or
VETTEweb.com (CLICK ON "SHOP")

Vette

America's Favorite Corvette Magazine

O beautiful.

Cruising under spacious skies in a Corvette is the embodiment of
Made in the USA. Enter C7 – a rolling showcase of automotive
engineering done right. Since 1977 Zip Products has helped
cross flags enthusiasts command their open road. We're committed.
From sea to shining sea. Now that's what we call beautiful.



scan for FREE catalogs!



1977-2012
Zip
corvette parts & accessories

Parts. Performance. Apparel. Accessories. '53 to C7 Stingray.

www.zip-corvette.com 800-962-9632 international 804-746-2290

f t G YouTube

Zip

Corvettes are all we do.

Buying Smart Starts Here

automotive.com

Reviews + Research +
Pricing Tools + Much More...





Also intact were the finned brake drums.

Air Box '57 Corvettes (six total) than anybody, believes Mouat raced this car in more than 100 races and had "probably 85 podiums." (A "podium" is a finish of First, Second, or Third place.)

Viewing the old pictures I came across a photo of the tachometer on the steering column. Yes, that is the factory tach, part of the Air Box (option code 579E) package. Buck's album also showed such Air Box features as "elephant ears" on the heavy-duty brakes and rear brake cooling ducts. Apparently, the car Hussey bought from his bar contact came with most of the original Air Box parts, plus the modified racing parts, such as the "hogged out fuel injection" done by famous race car driver Bill Thomas.

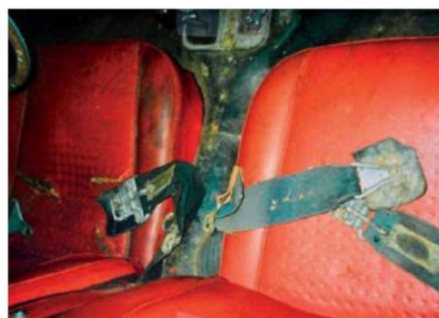
"This car was a real humper," Frank Buck said. And finding the original tach is insane. You never see that and this is the original factory unit!" Mouat also modified the dash with extra gauges, which Peter Klutt at Legendary Motorcars in Canada retained in the restoration.

Buck tried to buy the '57 right after the car showed up at Old Town. People knew he was "into" Air Box fuelies. "A couple of friends called me and said 'You are not going to believe this. A guy showed up here with an original Air Box race car that belonged to Bob Mouat. The Hussey brothers just bought it.'" Buck got Kevin Hussey's phone number. However, the car was not for sale. Not until after Legendary restored the car and Mecum tried to get the big bucks at a 2009 Mecum auction in Houston did Buck get his chance to buy this '57.

Buck was very pleased with Legendary's restoration. "They restored the car like it raced in 1963. It has the aluminum radiator, the cut panel windshield, the low rollbar, and an overflow tank dated 1961 or 1962." Restoring to factory Air Box would be foolish because Mouat put the car on the track immediately.

Of course, Chevrolet built these cars for enthusiasts to race.

The '57 is in the hands of a great collector who paid a significant amount of money for the pride of ownership. However, if any one of us had just walked into a certain watering hole in St. Petersburg in the fall of 2003, we might have had one of the great C1 racing Vettes of all time. Hell, Mouat was Roger Penske's SCCA racing instructor. They borrowed brake parts off this car in 1958 to put on Penske's 1957 Corvette racer (not a factory Air Box), so he could qualify to get his SCCA license! **VETTE**



The racing seatbelts look exactly like those used in 289 Cobra race cars of the era.



Watkins Glen

With the car, Frank got a ton of vintage racing pictures from the late 1950s and early 1960s. Looking at original racing photos from so many years ago is enough to give Corvette-lovers goosebumps. This car was really there and helped build the performance heritage of an icon.



NCRS members went nuts when this vintage race car showed up out of nowhere in 2004 at their show in "Old Town" in Orlando, Florida.



Frank Buck displays the car as seen here, restored to the way Mouat configured and raced the car in its latest iteration in the early to mid-1960s.

AD INDEX

ACCEL	3
ADVANCED COMPOSITE SPECIALTIES	37
AMERICAN POWERTRAIN	59
AUTORAD RADIATORS	73
BORGESON UNIVERSAL COMPANY	43
BRADFORD EXCHANGE	31
CORBEAU USA	65
CORVETTE AMERICA	25
CORVETTE CENTRAL	59
EBC BRAKES USA INC.	27
EDELBRÖCK	69
EFILIVE	49
ENERGY SUSPENSION	21
HARBOR FREIGHT TOOLS	47
HOLLEY PERFORMANCE PRODUCTS	65
J&D CORVETTES	33
JIM MEYER RACING PRODUCTS	73
LONG ISLAND CORVETTE SUPPLY	43
LS FEST	6
MCJACKS CORVETTES	73
MCLEOD RACING LLC	27
MECUM AUCTION CO	CV4
MOTHERS POLISH CO	8-9, 15, 33, 39
MUSKEGON BRAKE	69
PROCHARGER	42
RACING HEAD SERVICES	21
RUN COOL	53
SONAX USA	49
SPEC INC	14
SRIII MOTORSPORTS	69
STAUER JEWELRY	19
TIRE RACK	7, 13
TRICK FLOW SPECIALTIES	CV2
VETTE2VETTE	69
VINTAGE AIR	39
VOLUNTEER PRODUCTS	CV3
ZIP PRODUCTS	71

The Advertiser Index is published as a courtesy to our readers. VETTE bears no responsibility for its accuracy.

Corvette Big Block Headers

Replace your cast iron manifolds!

Starting at
\$695

2" cold-press steel tube
Easy Installation
No Welding!



Fits all Chevy Big Blocks:
396, 427, 454
(1965 - 1974)

Order now online

www.McJacksCorvettes.com or call **714.775.2799**

**THANK YOU
FOR SUPPORTING
OUR ADVERTISERS**

Vette

AMERICA'S FAVORITE
CORVETTE MAGAZINE



Radiators and Core Supports Are Our Specialty!

New Model!
'63-'67 Corvette



**ALWAYS HAND
CRAFTED**

**NEVER
MASS PRODUCED**

CORVETTE - TRI-5 - NOVA - CAMARO - CHEVELLE - TRUCKS

Specialize In Making Custom Radiators

**Our Radiators and Core Supports
Are Bolt-In Replacement**

Autoradradiators.com 770-983-1345 jim@autoradradiators.com

'53-62 CORVETTE CHASSIS

**Superior Steering,
Stopping & Handling**

- * Disc brakes, R/P steering
- * Direct replacement
- * Optional antisway bars
- * Core support, engine trans, body & bumper mounts in their stock locations

1953-62 Bolt-in IFS



- * Bolts to factory holes
- * Can be installed at home with basic tools in a weekend

Made in U.S.A.

www.jimmeyerracing.com * E-mail: jim@jimmeyerracing.com

JimMeyer
racing products inc



**57" & 59" Front
Track Widths**

**Tech Line: 541-994-7717
Order Line: 1-800-824-1752
2795 S.E. 23rd * Lincoln City, OR 97367**

THE ILLUSTRATED CORVETTE DESIGNER SERIES NO. 219

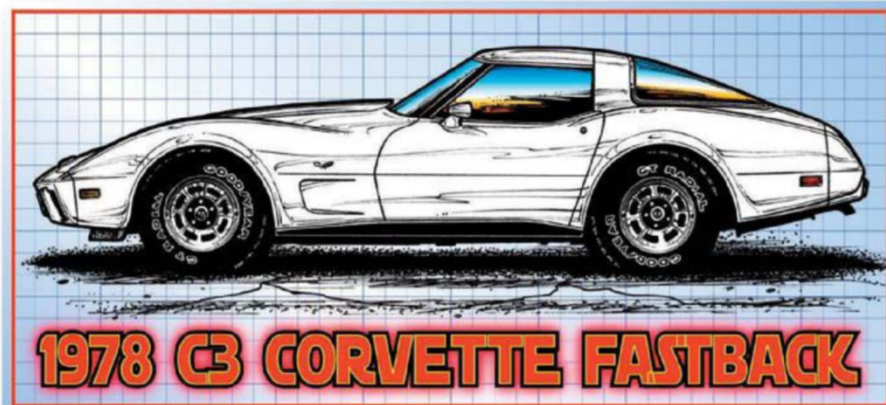
K. SCOTT TEETERS
WORDS | ILLUSTRATIONS

THE FASTBACK IS BACK!

The late '70s were indeed "strange days" for the Corvette. The Founding Fathers had all been put out to pasture. Harley Earl was long gone, Ed Cole made his exit in September 1974, Duntov was gone from GM in January 1975, and Bill Mitchell took "exit, stage left" in July 1977. Without angels in the boardroom, what would become of the Corvette?

Fortunately, the afterglow of the work of the Founding Fathers had tremendous momentum despite power cuts, weight increases, and a 100 percent price increase since 1967. The '77 Corvette set an all-time-high sales record of 49,213 units. When the '78 Corvette was introduced on October 6, 1977, the press and public were surprised to see a very handsome facelift—the return of the fastback. While the 1968-'77 Corvettes never got much heat for the lack of interior space, opening up the roof area behind the driver made living with a Corvette much easier. Not since the days of the midyear Sting Ray coupes did Corvette interiors have that "open" feel.

Where did this new roof design come from? In 1973, Duntov created a hatchback prototype based on a 1968 coupe. The gas tank was moved forward and to the right, behind the seats. This provided a deep, accessible trunk space and eliminated the need to push the passenger seat forward and up in order to stuff items behind the seats. While the B-pillar was thicker and shaped differently, the shape and curve of the glass was spot-on for what went into production in the '78. The prototype looked good, was never shown to the press, and was only known as "XP-Hatchback." Unfortunately, the number-crunchers said, "Too much retooling." Well, Duntov tried. Fortunately, the design looked great, so in 1976 it was decided to revisit Duntov's roof design, only cost-reduced without the hatch feature. A



functioning hatch wouldn't arrive until 1982 as part of the Collector Edition Corvette.

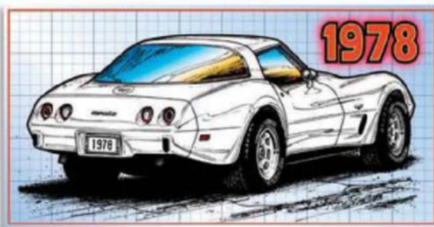
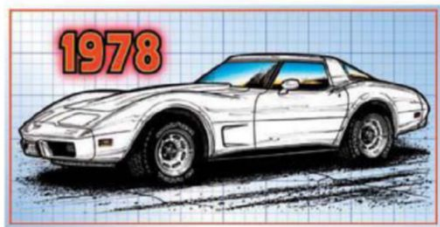
Corvettes from 1974-'77 looked pretty much the same as engineers scrambled to keep up with emissions and safety requirements. When the '78 was released with its stunning new roof, Chevrolet splashed billboards across America and magazine ads with side-view photographs, showing off the new profile and the optional two-tone Silver Anniversary paint. The dark and bright silver paint scheme was supposed to be used for the Indy 500 Pace Car, but the black and silver design won out. A two-tone paint option hadn't been available since 1961. The Silver Anniversary paint cost only \$399, and combined with the \$340 optional aluminum wheels and the \$218 60-series Goodyear tires, the '78 Corvette looked young again.

Under the skin, the '78 Corvette was almost identical to the '77 model, but with a few evolutionary improvements. Thanks to the new roof, the gas tank was enlarged to 24 gallons, the biggest since the C2 "tanker" option days. The door panels and dash were mildly redesigned and several controls were

relocated. Under the hood, the \$525 L82 performance option picked up 10 horsepower to 220 thanks to a new aluminum manifold and an improved cold-air-induction system. Unfortunately, weighing in at 3,572 pounds, it has the dubious honor of being the heaviest Corvette ever offered. All 1978 Corvettes wore the unique 25th Anniversary badge on the nose and gas cap.

Surely, Chevrolet's sales group was expecting a big sales bump because of the new profile, plus the patina of the 25th Anniversary edition and the uniqueness of the first special edition Indy 500 Pace Car Replica. Maybe it was the economy and the \$704 price hike, or maybe fans needed some time to get used to the new roof, but '78 sales were down from '77 by 8,939 units to 40,274. Not good if you're a bean-counter, but it was still the second-best sales year to date. However, the following year, with only tiny changes, '79 Corvette sales jumped to a new all-time high of 53,807, despite the \$869 price hike and a slight power bump on the base and L82 option.

After all these years, the '78 Corvette is still a handsome-looking car, especially with the Silver Anniversary paint and alloy wheels. Yes, it was heavy, but don't hate the '78, it wasn't the best of times. **VETTE**



K. Scott Teeters

VOLUNTEER VETTE PRODUCTS



REQUEST A
FREE
CATALOG



**FREE
SHIPPING**
ON WEB SALES
OVER \$150
*see website for details

Whether you need parts for a restoration or just regular service parts Volunteer Vette can help. Check us out on line or give us a call for our newest catalog today. If you can't find it on line or in the catalog, just call and ask...that's what we are here for. Celebrating 30 years of supplying high quality parts and advice to Corvette owners everywhere.

(865) 521-9100 • www.volvette.com

MECUM **AUCTIONS**

COMING UP

DENVER

DENVER, COLORADO

700 VEHICLES

JUNE 26-27

HARRISBURG

HARRISBURG, PENNSYLVANIA

1,000 VEHICLES • 200 MOTORCYCLES

JULY 30-AUG 2

THE DAYTIME AUCTION

MONTEREY

MONTEREY, CALIFORNIA

600 VEHICLES

AUG 13-15

DALLAS

DALLAS, TEXAS

1,000 VEHICLES

SEPT 16-19



TO BE OFFERED IN MONTEREY • 1969 CHEVROLET CORVETTE L88 CONVERTIBLE • 427/430 HP, 4-SPEED, TANK STICKER

CONSIGN A VEHICLE OR REGISTER TO BID

THE EXPERIENCE BEGINS AT **MECUM.COM**

PA License # VB001078
CA License # 81410

For Complete Auction Consignment or Bidding Information go to Mecum.com or call 262-275-5050

